

CSCC PLANS MEXICO PRO RACE

See Page 1.

MOTOR RACING

Vol. 1—No. 14

2

Los Angeles, Calif.

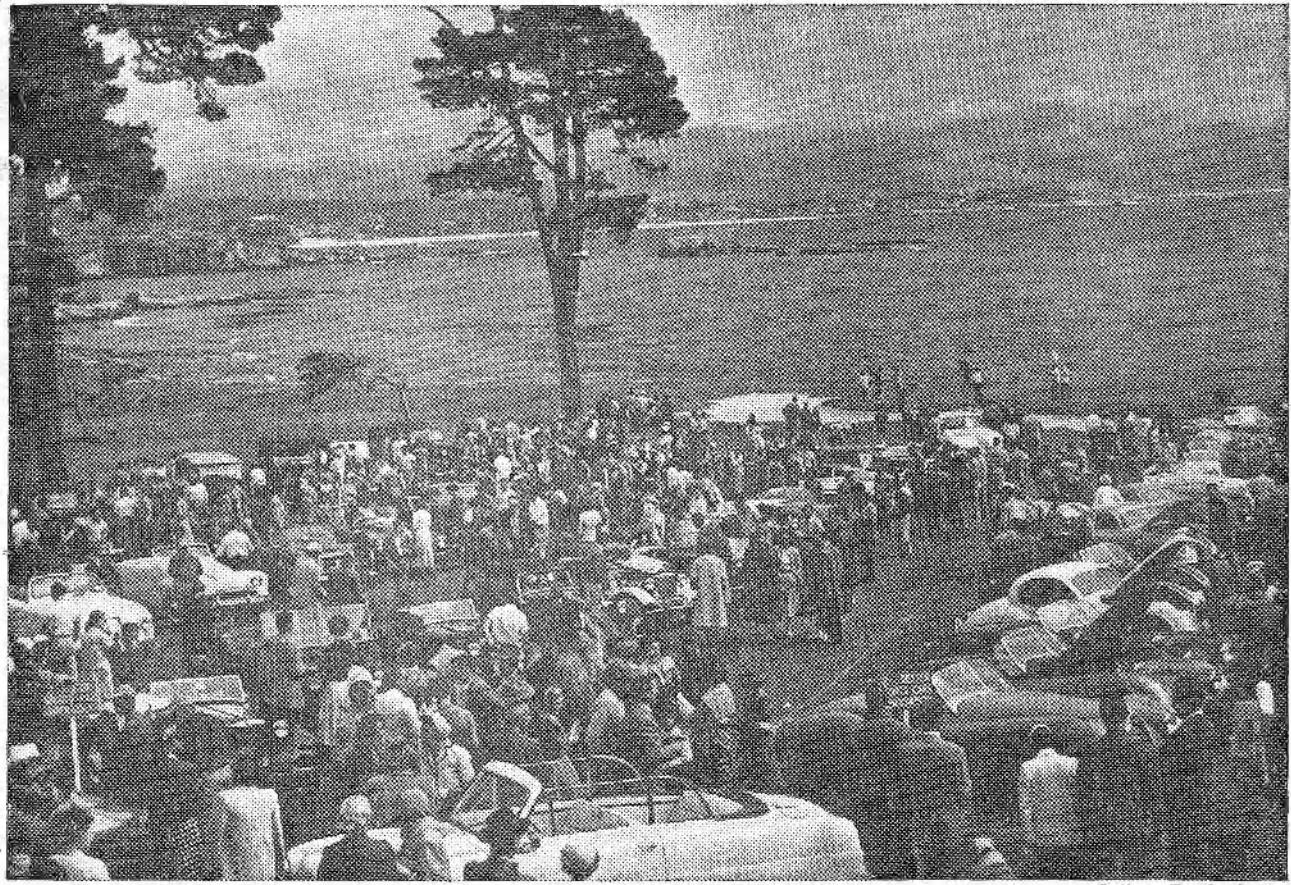
(Published Bi-weekly)

April 20-27, 1956

Price 10c

MASS INVASION OF PEBBLE BEACH AS 50,000 FANS DUE; HILL CHOICE

See Page 1



THE PEBBLE BEACH Concours d'Elegance, scheduled for Saturday, April 21, will be held on the lawn between the 18th green of the famous Pebble Beach Golf Links and the terrace at Del Monte Lodge, one of the most scenic spots in the world. More than 150 cars are entered in this

well-known event, with eight qualified judges handling the judging. This concours is one of the most famous—if not THE most famous—in the United States. Overflow crowd is expected the day before the Pebble Beach Road Races. Concours starts at 11 a.m., ending at 5 p.m.

Julian P. Graham

PEBBLE RACE, SHOW ENTRIES

See Page 8

MOTOR RACING



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April 20-27, 1956



WET START—Rain clouds that not only wet the course, but darkened it as well, made possible this excellent shot of one of the first laps of the 1955 Pebble Beach National Sports Car Road Race.

Some 30,000 spectators remained on through a full day of exciting races. Field for Sunday's big-bore is one of the best in years. Top crowd of 50,000 fans is expected to jam the scenic course.

Julian P. Graham

Pebble Beach Schedule

SATURDAY, APRIL 21	
8:00 - 12:00	Registration and Safety Inspection
12:15	Drivers' Meeting
12:30 - 5:00	Practice
11:00 - 5:00	Pebble Beach Concours d'Elegance (DEL MONTE LODGE)
SUNDAY, APRIL 22	
10:00	First Race (Production cars under 1500 cc. 15 laps)
11:00	Second Race (Production cars over 1500 c.c. 15 laps)
12:00 Noon	Vintage Car Race (5 laps)
1:00	Pebble Beach Cup Race (cars under 1500 c.c.—100 miles)
2:30	Del Monte Trophy Race (cars over 1500 c.c.—100 miles)
7:00	Victory Dinner—Del Monte Lodge

After 12 o'clock direct all traffic to Pacific Grove or Monterey Peninsula Country Club gates in order to avoid congestion at other gates.

ENGLISH TRIALS SET APRIL 29

CALLED OFF on April 1, when the Fire Dept. labeled the area hazardous, the MG Car Club of America's third annual English Trials will be held Sunday, April 29.

Club members start at 8 a.m., with open competition set for 9, according to Don Sanders and Chuck Edelson, chairmen.

The rugged, rollicking Trials will be held in Encino. The entrance turnoff from Ventura Blvd. is Topeka instead of Lindley, 3/4 mi. farther west, just past Reseda Blvd.

Field is tentatively limited to 100 driving anything that qualifies as an auto under FIA rules. Course is about 1½ miles.

Entries include an English Del-low, designed specially for Trials, and a number of specials, according to Clarke H. Whitney, club presy. Entry is \$5, admission 50 cents, plus 25 cents donation. Many trophies and dash plaques will be awarded. DI 2-0210 for info.

This deal is well worth it.

Be sure and keep your stop watch with you as you are only allowed a 10-minute swim. Upon emerging from your swim, you are to roll in a pile of feathers, jump in your car and proceed to the Coach and Horses on Sunset Blvd. (You'll find it in the Yellow Pages.)

Upon arrival, if you can pass yourself off as a chicken, Eddie Russell, the Headman, will give (Continued on Page 10, Cols. 1-2)

Top Field Goes at Pebble; 50,000 Due; Hill Choice

By Gus V. Vignolle

KEENEST INTEREST ever manifested in a sports car race on the West Coast has the gentry all a-flutter as the date nears for Sunday's Seventh Annual Pebble Beach Road Races, one of the nation's traditional classics.

With any kind of break in the weather, the crowd should be around the 50,000 mark for the Sports Car Club of America's (San Francisco Region) National Championship.

It is axiomatic in this dodge that if anyone is asked what



PHIL HILL
After His 4th Victory

ONE race he would take in during the year, the answer nine times out of 10 is unhesitatingly Pebble Beach.

The skill-challenging, tree-lined 2.1-mile course is located in one of the most beautiful spots this side of Paradise. The drive from San Francisco and (Continued on Page 3, Col. 3)

50 Entries For Indy

INDIANAPOLIS, April 18—With additional entries known to be in the mail, the official list for the 40th annual 500-mile race on May 30 was increased to 50 cars today.

Tony Bettenhausen, Tinley Park, Ill., former National Champion and runnerup to Bob Sweiert in last year's 500, drives the Belanger Special entered by Murrell Belanger, Crown Point, Ind. It will be Bettenhausen's 10th Indianapolis race.

Veteran in the field will be Sam Hanks, Burbank, in the cockpit of the Jones and Maley Special. It will be the 11th 500 for Hanks, 1953 National driving champion. His first was in 1940. His greatest successes were in 1952 and 1953, when he finished third.

Former World Champion Giuseppe Farina, 49, of Italy will drive a Kurtis Kraft roadster powered by a new six-cylinder non-supercharged Italian-built (Continued on Page 4, Cols. 4-5)

Cal Club Plans \$10,000 Race!

CALIFORNIA SPORTS CAR Club is now working on plans to stage a \$10,000 professional road race in Mexico, near the U.S. border, by mid-summer, MOTORACING learned from authoritative sources.

The course would be about 500 miles, and first-place payoff \$3,000.

How can an "amateur" club stage a pro race? Through the simple expedient of going "outside the continental limits of the U.S."

Tentative route is start from

San Felipe, fishing port on the Gulf side of Baja Calif., north to Mexicali, west to Tijuana, and south to the finish at Ensenada.

The club is negotiating with the Governor of Baja Calif., and other Mexican Government and Army officials.

Purse would come from entry fees and club funds (it is a fat bank account at present). The entry fee is planned for \$100, same as Sebring.

This is full, all-out pro by the CSCC, in the past categorically opposed to the \$ taint!

'Prefabricated Rally':

The Rally to end all Rallies

You Search for Bridey Murphy

By Basil Badgebar
As Told to Cal Howard

AS A SPECIAL offering to the subscribers of MOTORACING, here is an exciting Rally that can be run with very little preparation. The route and all rules are contained in this article. Approximate time, 200 miles or an hour and a half.

All that is needed is a jovial group of sports car drivers, a map of Southern California and a bucket of wet cement.

The Rally starts at midnight at the La Bréa Tar Pits. All drivers and navigators are to check their clothes with the Rallymaster and take a quick dip in the tar pits.

Be sure and keep your stopwatch with you as you are only allowed a 10-minute swim. Upon emerging from your swim, you are to roll in a pile of feathers, jump in your car and proceed to the Coach and Horses on Sunset Blvd. (You'll find it in the Yellow Pages.)

Upon arrival, if you can pass yourself off as a chicken, Eddie Russell, the Headman, will give (Continued on Page 10, Cols. 1-2)



Racing Pow-Wow

By Maury Powell

**COMPLACENCY OF SOME READERS
COMICAL—IT'S NOT OUR STAND**

THERE APPEARS to be a shocking aura of complacency among many readers of *MOTORACING*, as evidenced by our mail.

While many letters go along with this publication's goal of improving the general racing condition—whether it be pro or amateur—an alarming number indicate their desire for a "status quo" situation.

They'd just as soon have phoniness, overt acts of malpractice on the part of various racing officials and groups, "little Napoleon" type characters running things for their own personal benefit and many other conditions which go against our grain.

Maybe they think we're a "sour-ball" just out to raise H---.

We're not. We love racing, have been in it as a fan, reporter, publicist and columnist for some 20 years.

Complacency never got Americans anywhere. We tolerated the British rule—but that came to a halt ere long. We rid ourselves of many long-standing insults by our Bill of Rights. Women secured the right to vote. And so forth.

None of these were brought about by complacency.

There was agitation. Lots of it. Facts were brought out into the open that the wrong-doers would have loved to keep quiet.

Changes were made, benefitting us all.

TURN ELSEWHERE FOR PATSY DEALS

This newspaper's policy is definitely not one of "laissez faire." We're not patsies playing "footsie-footsie" with anybody. If you're reading us to learn the latest contract bridge moves, try someone else.

And, remember, we have a "Letters to the Editor" section. We're open for corrections, advice and beefs from anyone. It's the American way.

We hear, for example, that a well-known USAC race driver has offered to punch us in the nose, and that a promoter opposed to our views has offered to pick up the judicial tab for his fine.

Said driver is sore at us because we lined up an Eastern driver to handle his former mount at a Phoenix midget race. He evidently wasn't aware that the car owner had heard his remarks about not caring to drive at Fresno, and told us he was about to can him anyhow. We only acted as intermediary to assist the Phoenix promoter for the show's betterment.

EASY WAY OUT IS TO FORGET

We've done the same thing lots of times for his promoter friend, too, with various drivers involved in past years.

How easy it is to forget things when you really want to, hey?

Said driver also isn't happy with some of our remarks concerning USAC, successor to AAA. USAC announced it had given a "fair trial" to its "open competition" offer.

How can you give something a "fair trial" when only a few pre-season events have been run? The midget, sprint car and National Championship season was weeks away when the USAC door was shut!

If the USAC powers-that-be were cagey, they'd have at least waited until the season was aged a few weeks—and then possibly had something concrete for an excuse for reverting to the old "outlaw" setup of AAA, instead of vague statements about a "fair trial."

PORTER HAS A CORKER COMING UP

TEEPEE TAPPINGS—Chuck Porter has the makings of the latest sports car sensation. He's secured a wrecked Mercedes 300SL, and with the aid of specs from Stuttgart intends building up a 300SLR that'll develop nearly 300 horses from the 180 inch mill. Chuck has most of the aluminum skin formed and the machine soon will be buttoned together. Says he'll drive it himself. Chuck, you know, just missed the 200mph Bonneville club twice by a scant 2mph, and also has a long background of midget auto piloting. Hopes to blow exhaust at the vaunted Ferraris with his creation if all goes well.

Gotta give Promoter Bill White mucho credit for continuing his activities at Willow Springs Road Course. Next offering is AMA motorcycles in a 100-mile special on the 2.5-miler April 29. Lordy, what a tough row to hoe that Willow Springs deal is! Long way to travel, miserable Johns, and when the wind blows—ach, du lieber! He's hardly made a buck there yet, but won't give up the ghost.

Anyone for drop the hankie?

**SPEED KILLS? READ
MOTORACING SERIES**

SPEED KILLS?—Not on your life, says Hoosier H. Hyram, whose searching article, "Challenge of the Century," begins in the next issue of *MOTORACING*.

Hyram asks the big questions and gives the big answers. Where are the men of means and vision and courage who can return auto racing to a favored place in the sun? What can they do and how can they do it?

Why are racing men harried and hamstrung? Why is the public down on racing? Why the official bans on once-hallowed events? Why all the deaths of top drivers (and John Q. Public) on the raceways and highways?

SPEED? "No!" says Hyram. Read this probing, controversial series, beginning in next issue of *MOTORACING*.

MOTORACING

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Maury Powell Managing Editor
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**LETTERS
to the Editor****LIKES DEAN SERIES**

The back *MOTORACING* issues were received intact, with much pleasure. Bill appreciates them particularly, as they will add immeasurably to his Dean scrapbook. He asked me to tell you that your articles are the best on Dean's career he has yet read—and he's read quite a bit. So many of the movie pulp articles are fraught with the sensational coloration that increases circulation, but gives rather a distorted and inconsistent picture.

Have you any information on the Nardi 750cc coupe? Saw a photo of it recently that raised my blood pressure a few notches. If such information is readily accessible to you, I'd appreciate your putting me on the trail of this machine.

Jim Washburne, Beacon
March Air Force Base

Editor's note: It can be obtained for a paltry \$6000 and only by special order. See Ernie McAftee. Also on order only—OSCA coupe, 750cc or 1500cc, for about \$7500, or a Moretti, about \$6000.

BOLT FROM FCCA

In response to your offer in *MOTORACING* to print club news, I am offering the following item:

As a result of numerous irreconcilable differences with National FCCA headquarters, the Greater Boston Four Cylinder Club of America has disaffiliated from the FCCA and has changed its name to Touring Club of New England, Inc.

Many thanks—and congratulations on the excellence of your publication!

Lawrence T. Reid
Secretary-Treasurer
Touring Club of New
England, Inc.,
Boston 34, Mass.

IS THIS LEGAL?

In re your question as to why the SCCSCC does not declare open the dates which were assigned to the defunct Southern Calif. SCC, this was brought up at the council meeting by yours truly, and I was informed that the dates in question were taken over, along with the treasury and membership of said club, by the new SCCA San Diego Region. Is this legal? Quien sabe? I only have one vote.

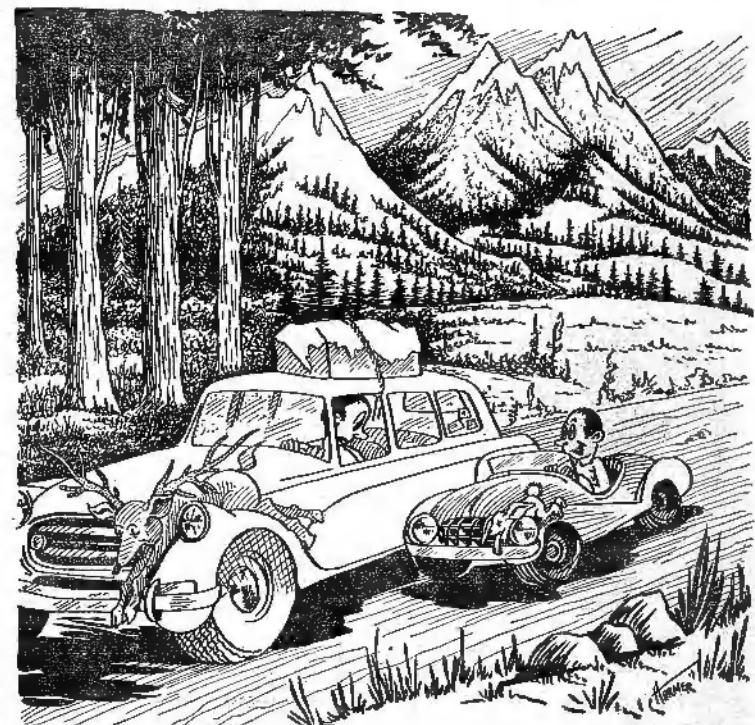
At any rate, keep up the good work. One thing, though, how about naming some names once in a while?

Willard M. King
Member Advisory Board
SCCSCC

Sun Valley, Calif.

SKIP'S A COMER

I notice comments in *MOTORACING* referring to the very slim chance of anyone winning (Continued on Page 7, Col. 3)

★ SPORTS CAR-TOON ... by Bill Harmer**THE DUKE WONDERS...**

WHAT HIGH pukka driver and supposedly strong booster of amateur racing has expressed a willingness to go professional if he can be assured enough jousting?

If there's anything more than hogwash to the rumor that a local Lotus pilot is wailing the blues because he wanted the franchise that went to another?

If the dry-gulchers who were laying for a certain production car driver can come up with an explanation of how his car's body turned from aluminum to steel between the hatching of the plot and the race?

What imported tire dealer lost himself a set of tires against and with what?

How many people know the identity of the special builder who has a Porsche-roketed bomba on the board that should give the Ferraris a bad time?

Whether a certain southeast imported car dealer isn't involved in a track venture that is being very quietly planned for the beach area?

If August won't see an MG Special with a new engine taking another shot at the records at Bonneville?

If Cal Howard is going into mass production of dash plaques such as the unique one he has on his sportster, stating: "Owner—Bank of America . . . Driver—Cal Howard"?

If certain car dealers aren't skipping on thin ice by taking deposits on more of a certain make of car than can be delivered during the next year?

Why a certain West Coast writer is sitting on one of the hottest new engine stories to come along in months?

How soon it'll be before Jim Matthews opens with his Sports Car Information Center free telephone service (this'll be a good deal)?

If everyone knows that the Cal Sales booklet on rallying is off the presses in time for all the important upcoming rallies?

How many caught the Buick-Kurtis owner-driver on KTLA's "Eyewitness" TV program (it had nothing to do with sports car racing!)?

Why two marques are making their products available to the sucker public ONLY in a really LOADED condition (otherwise you can't buy the car)?

Why so many people held back in blasting a certain club official until something was said about him in this publication? (some of the letters cannot be printed!)?

The reason for the "Wingy" nickname given a young man-about-town and sports car advertising-publicist.

If the production of Japanese silk handkerchiefs, with novel imprints, will become the chief occupation of a local sports car fibbert?

Why there are so many guilty consciences among guys (and gals, too) who erroneously feel they were the ones referred to in this column space?

What there is to the talk about one of the clubs staging a \$10,000 pro race south of the border (technically, it'd be OK because the site would be outside the continental limits of the U.S.)?

What two foreign car dealers are just about to have the boom lowered on them through court action for refusal to pay advertising bills, months and months overdue?

Whatever happened to the original Italian Helmet that was awarded for the dashes at old Ascot Speedway (believe it was put up by the Vai Bros. winery)?



Vignettes

by Gus V. Vignolle

CARY'S GOT THE TRACKS, BUT HE CAN'T GET DATES O.K.'d

GEORGE CARY, JR., who by his own admission promotes races for Sports Car Racing Association, Inc. and is primarily interested in the scratch resulting from such ventures, is a guy who doesn't let the grass grow verdant under his brogans.

He used to stage 'em for the Cal Club, but when they found they could pocket the moola instead of shelling it out to George, they bid him a fond adieu. You'd do the same. George lost lots of pesos on some races, but is now recuperating.

Now George is promoting for the Sports Car Club of America, L.A. Region, which wants nothing to do with the filthy lucre. They just want to race. Money? Who wants money?

The SCCA, lacking the business acumen of the Cal Club, found itself the other day without racing sites or dates, except a National set for Palm Springs, Nov. 3-4.

GEORGE CARY, JR.
He Was Losing At First

So Cary suppressed his Lothario inclinations and got busy. When he swings into action, he moves. He came up with an airport course at Santa Maria—one circuit 9½ miles, the other 3.9. He's now dickering for a June 16 date with the S.F. Region, which was to go at Fresno that day but assertedly isn't.

SCCA-RACEWAY DEAL POSSIBLE

It now develops that the SCCA must have had some kind of a deal with the proposed L.A. International Raceway (Ontario) nabobs to stage races there in July. So Jim Mourning may have something when he says in his story on page 11 of this issue that "apparently Raceway officials are conferring with SCCA representatives."

But there won't be a Raceway show in July; it's now for "mid-fall."

So if the SCCA had a deal, they're now holding the satchel. Meanwhile, George developed a course at San Luis Obispo. But now he has to secure Council blessings, an OK from SF for Fresno and the LBMG Club, and from San Diego, which originally had the July dates.

In short, they have nothing but a hot Ensenada rally next month. The Cal Club which, unlike the SCCA, is TREMENDOUSLY interested in making money—and plenty of it—has the works sewed up for races through September at Bakersfield, Pomona, San Joaquin Ranch (Agoura) and Santa Barbara.

Sometime back I recall the CSCC telling Johnny von Neumann about the intent of the law. It seems to me that that could border on moral issues and doing what is right for the very sake of it being right. So now they hope to come up with a PRO RACE (\$10,000) south of the border in a brief spell. In short, endorsing what they had decried because this is not in the U.S.; technically, you can skip the confessional and walk around with your head held high.

Isn't that just lovely?

RACE HERE, THEN TO MEXICO FOR \$\$

Tony Parravano, Al Newlon, Bill Thomas, Jacques Bellesiles, George Beavis, et al., got the boot from the club because of the ugly pro taint. Talk to these people and see how they feel about the new pro setup.

So now, dear kiddies, we'll have a race here on Saturday for a tin cup; then on Sunday we'll hie to ol' Mexico and go full-bore, stomping through the floorboard, to get that Almighty Buck in quantities as copious as possible.

George Beavis has been given a vote of confidence by the RRR Board to act on its behalf. Nobody ever worked harder or is more sincere than George. Too bad they don't give him a hand. He has now come up with a course at Kingdon, near Stockton, and will have action at Clovis and Vallejo fairgrounds. Kingdon is a 2.1-mile permanent road course and amateurs are taboo there. A pro race will be held there June 3.

Another race for pro sportsters will be held at Gardena May 12. A lot of birds don't like it. George says this is a one-shot experimental deal. "If we find it a detriment to the sport, we'll shut it off pronto," avers Beavis, who, incidentally, is huddling with Parravano.

Don't be surprised if Tony comes up with something good. Tony, by the way, definitely has signed up Carroll Shelby and Jimmy Bryan to drive for him in Europe after Indy. He may soon have three new Maseratis with V8s, 4.5 liters and developing 420hp. Wow! He's now looking for property around L.A. to build a practice course.

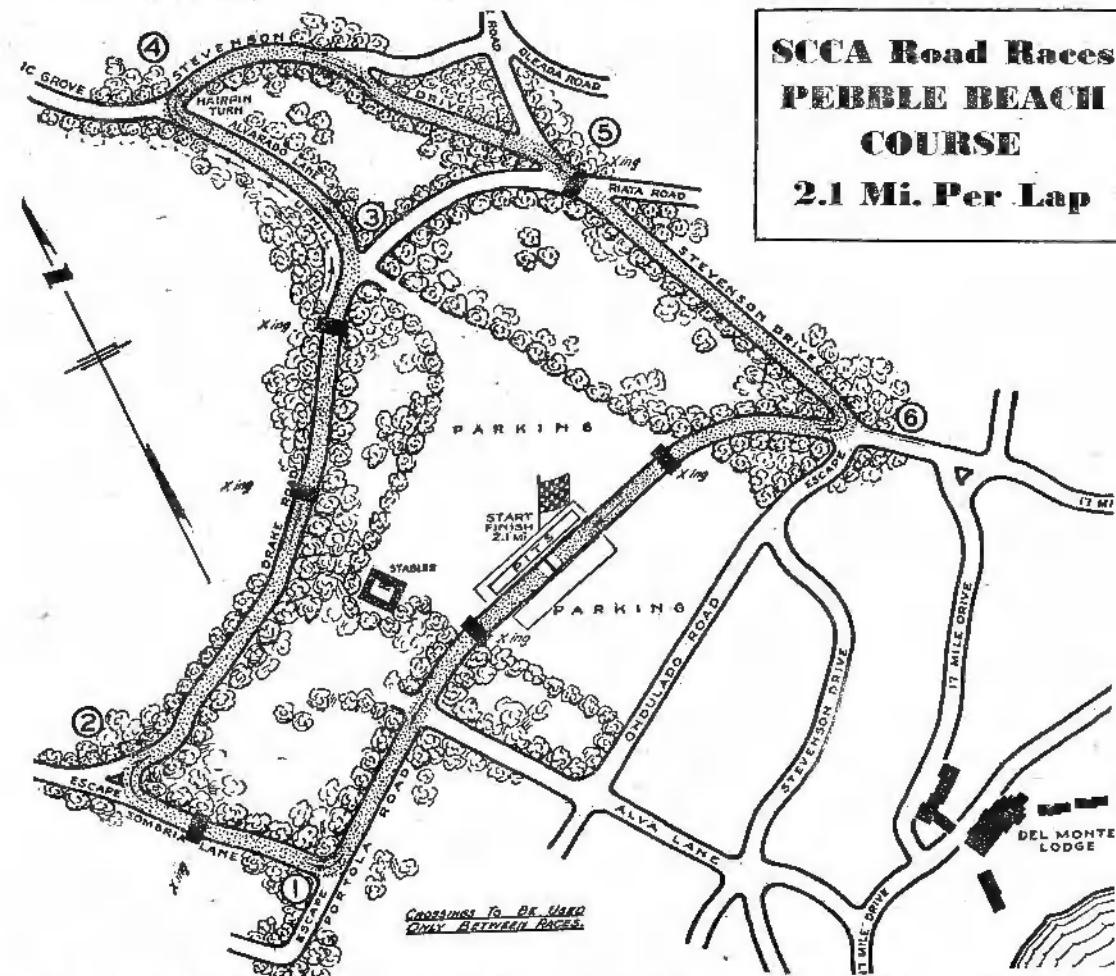
DRIVERS SEEK ENTRY FEE MOOLA

PISTONOTES—National Sport Car Drivers Assn. seeks return of entry fees from the two big clubs. We know what one club will retort . . . Under advisement is a plan by Jerry Austin for NSCA to stage a race, for which there'll be no entry tab. July 4 maybe . . . Hal Moody has ordered \$25,000 worth of Michelin X tires of all sizes for sports cars. Hurry, hurry, hurry! . . .

Ned Yarter is recovering from an operation for a perforated gastric ulcer . . . Paul Bernhardt has the famed No. 200 Triumph TR-2 on the block, \$3000. He's concentrating on the stock TR-3 models . . . Rootes premieres the Sunbeam Rapier at the BevHills Hotel April 19 . . . Carlyle Blackwell, Jr., reports top progress for the Press on Regardless Rallye to Las Vegas May 12-13. Lots of action on this deal . . . Cal Niday is quitting pro driving, is looking for a berth in a sports car stable—either driving or selling 'em—just so it's \$\$\$.



CARLYLE BLACKWELL, JR.
Rally Plans Progressing



PEARCE (PETE) WOODS
Potent D-Jag Ready

Stars at Pebble

(Continued from Page 1)
Los Angeles, hugging the sea, is easy and soothing to the eyeballs. And what tops getting away from the humdrum Babbitry for two or three days and relaxing in such exhilarating terrain?

SATURDAY CONCOURS

On top of this, you have one of the world's most famous Concours d'Elegance, set for Saturday from 11 a.m. to 5 p.m. on the lawn between Del Monte Lodge and the 18th hole of the renowned Pebble Beach golf links—a picturesque spot hard to beat anywhere in either hemisphere.

And then, of course, this year's races will be a smash. They can't miss. You have a coterie of tremendous drivers and equally smashing foreign and American machinery.

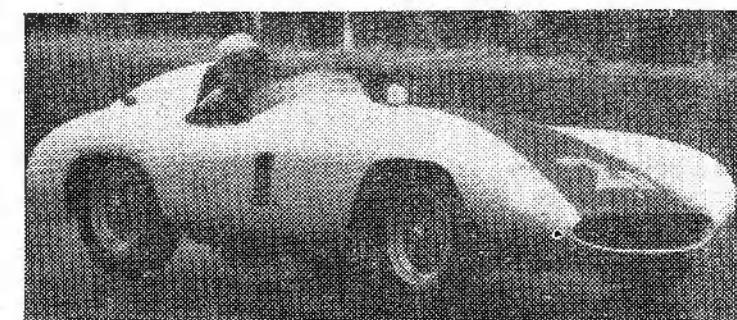
Five races are scheduled Sunday, the first at 10 a.m. A complete program and list of race and concours entries appear elsewhere in this issue. The big race for the modified over-1500cc is slated for 2:30. It is for 100 miles. The under-1500cc semi-main, also for 100 miles, starts at 1 p.m.

Chairman Kjell H. Qvale, prominent San Francisco sportsman, announces proceeds will benefit the Heart Association.

Now for big-bore talk and who figure as the best bets. Right off the bat, you must name Phil Hill, Ernie McAfee, Pearce (Pete) Woods, Bill Pollock, Lou Brero, Jerry Austin, Jack McAfee and Sterling Edwards (how did two northerners sneak in there?).

TRIPLE VICTOE

Hill has won this race three



PHIL HILL, who has won the Pebble Beach National Championship Sports Car Road Races more times than any other driver, shown piloting a Ferrari to victory in last year's classic. Phil is one of the heavy choices for this Sunday's feature.

out of the six times—with a Jaguar in the 1950 opener, and a Ferrari in '53 and '55 (in a driving rain). He is the man to beat.

And Sunday he'll be in a 342cc factory Ferrari, none other than the one World Champion Juan Manuel Fangio drove to victory at Sebring. Johnny von Neumann bought it. The car needed a little body work, but outside of that it's a going machine. They've re-

vamped the brakes and valves and changed the axle ratio.

Woods will be unusually rough in his D-Jag, since "Lofty" England, one of the marque's brass, saw that things were done while he was here recently (it's different most of the other time). In no time he got a complete gear box for Pete, torsion bars and a heavier sway bar. They've changed the ratio here, too.

Pete is new to the course, but (Continued on Page 8, Col. 3)

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• Up the Straights

By Jim Mourning

BIG PARRAVANO ENTRY FOR FIRST SMASH PRO RACE HERE

LEAVE US, as we are frequently wont to do, take a bloodshot-eyed squint at a controversial subject. In this case, we refer to Signore Tony Parravano, the coast contractor with an infectious grin and a penchant for very rapid Italian machinery.

Following his avowed defection to the scot-for-loot element, some mighty dark aspirations were cast about with considerably more verve than accuracy. So we hied ourself off for lunch and a five-hour chat to find out what makes him tick.

Our conclusion? This lad with the golden screwdriver is not only one of the nicest guys we've run into in this business, but one of the true sportsmen—whether for money, marbles or gold-plated bed pans. His methods may be driving some of the amateur elements to gnawing their Brooklands wheels, but his motives are to make racing the biggest and best sport possible.

How is he going to do this? First, he has guaranteed Kermit Pollack that when the first big professional races are run at the International Motor Raceway, a cluster of 12 rockets from Scuderia Parravano will be on hand. And, should things go right, three or four of these will be manned by the European boys that are a part of his entourage.

RACE PROMOTER?

This should settle, once and for all, the argument that professional races could never draw enough top talent and equipment to make it mean anything for many a moon. Tony could put on a race all by himself and is just liable to do it if he has to.

Secondly, Tony is making noises that sound suspiciously like those of a race promoter. Providing he can come up with the right operator to handle the deal, he promises to inject a healthy spot of long green into a really big event.

How big an event is he willing to go onto the hook for? Just as a starting point, he would double the purse offered at any other professional sports car race in the United States.

If they are offering \$5000, he'll come up with \$10,000 to attract top talent.

SPORT AND BUSINESS

Of course, some curious ladie is going to come up with a very large why. In Tony's own words, "I want to see professional racing on a European basis in this country. It should be high class, with clean sportsmanship. It can be both a sport and a business; it is in Europe."

For the benefit of kiddies with cynically raised eyebrows, we might point out the fact that Tony is no Tony-come-lately to this field. Back in the "good old days" when the first affair was run at Palm Springs, he was out there thrashing around in a supercharged Cadillac. The next year, he went for his first Ferrari and has soaked over \$200,000 into sports cars since.

Before we pass on to other things, let's lay to rest the idea that he has bought himself racing success. It's interesting to note that the Maseratis and 4.9 Ferraris backed by him are the only examples of these jobs to win a major U. S. event.

Incidentally, for some other interesting sidelights coming out of this interview, keep your eyeballs on coming issues of Sports Cars Illustrated.

HE'S NOT RETIRING

Now let's take a look at another controversial figure, this time the elan lad with the Mercedes—Rudy Cleye. The rumor about his retiring because of his duties with the Raceway has a way of cropping up with monotonous regularity. It's been particularly active in the last few days.

So we trundled our tail down to the Blarney Castle and asked him point blank. Relax you Class C and D hot-shoes, it's only wishful thinking. His only reaction was a somewhat surprised smile.

"I'm a member of the Northern Region of the SCCA," he said, "and I'll be driving at Pebble Beach. Does that sound like I'm retiring?"

Which should take care of that rumor, at least for this week.

Big SCCA Int'l Rally May 12-13

Sports Car Club of America stages the first International Rally to Baja California May 12-13 for members of the L. A. and San Diego Regions and their invited guests.

Tentative plans call for a 446-mile route, with 167 of it over Lower California's mountainous terrain.

ENSENADA HOST

Ensenada, which will play host to the sports car group at the terminus of the rally, has planned many festivities, such as parades, dances, fashion shows. A "Welcome to Ensenada" cocktail party will be given by the Tequila Cuervo Co. at the last check point.

There will be a Monte Carlo Gymkhana Sunday morning preceding the parade and luncheon at Bahia Hotel.

SILVER TROPHIES

Governor Maldonado, of Baja California, and the mayors of Tecate, Mexicali and Ensenada will present sterling silver trophies to the winners of the rally at a dinner dance in the famous Riviera Pacifico Hotel.

Original plans to go to Mexicali were called off because of insufficient time. Sixty cars are expected to start from Santa Anita Race Track, joining another 50 from the San Diego Region of the S.C.C.A. at Elsinore and then proceeding south.

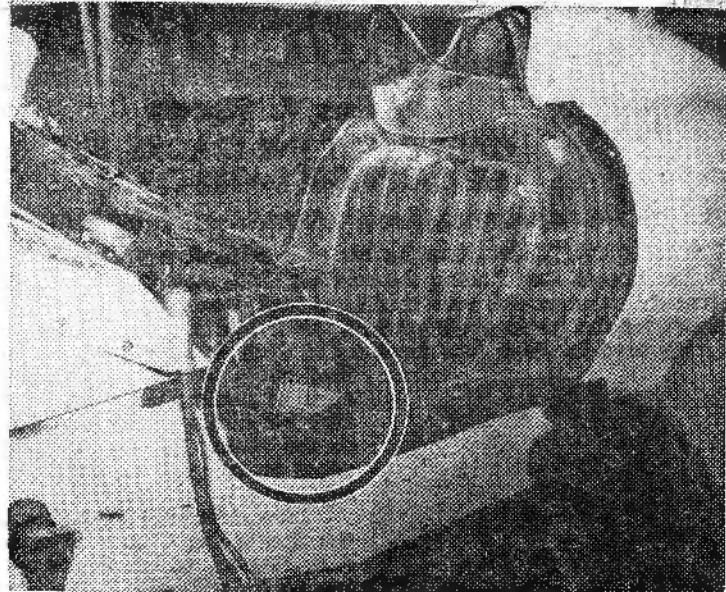
Cleye, Torres Quit Pro Racing Group

Al Torres and Rudy Cleye, two of the early prime movers behind Road Racing Register, pro racing group, have resigned from the organization. Cleye said reason was "circumstances beyond my control."

George Beavis, RRR proxy, said the action came on the heels of a flareup over charges that Cleye had "deliberately failed to support the group through racing participation."

Cleye has been waiting to see which way the wind blows—pro or amateur. Currently, it's amateur—and that's where Rudy is racing.

Both will continue to assist Beavis, however, they said. They had been RRR board members.



DEATH CAR—Here's the sprint machine in which Driver Don Olds, Seattle, met death in CRA big car and roadster race at Arizona State Fairgrounds, Phoenix. Circle shows snapped safety belt, which broke when car rolled sideways, then pitched end-over-end. He catapulted into wall bordering track, suffering neck fractures. He died instantly. Victim had posted fastest qualifying time.

Olds Dies in Phoenix Crash

PHOENIX, April 8 — After setting the fastest time trial lap of 39.58 seconds in a 270 Offy, Don Olds, 40, of Seattle, met death later in the day in the CRA-sanctioned 100-mile Western States big car and roadster championship here today at the State Fairgrounds.

On the 50th lap he drifted too high on No. 3 corner, flipping sideways when hitting the shoulder. The car dug in, then took a forward jolt. Old's safety belt snapped and he catapulted head first into the 10-ft. high retaining wall. He suffered a broken neck, dying instantly.

WEILER VICTOR

Slender, 21-year-old Wayne Weiler, home-town hardtop favorite, drove a heady race in a Mercury roadster to outfinish 32 rivals. He started well back in the 33-car field, but inside 10 laps had moved into sixth. At 15 laps he was fourth, 30 laps third, 45 laps second behind Howard Gardner.

A broken radius rod caused Gardner to spin on the 87th lap, putting Weiler in front. Gardner

courageously continued in the race by holding onto the broken rod with his right hand and steering with his left!

Official results:

Wayne Weiler, Howard Gardner, Joe DeHart, Don Stanyer, Fred Combs, Hank Arnold, Jerry Carey, Ray Douglass, Van Johnson, Hoppy Aaron, Al Goetz, Jack Brunner, Bob Ford, Bob Franssey, Don Barnes, Art Bisch, Jim Ruth, Bill Leach, Bill Peters, Jim Taylor, Roger McCluskey, Jack Richardson, Tom Hensley, Don Olds, Ted Duncan, Chuck Huise, Gene Baker, Colby Scroggins, Ray Clark, Cecil Chambers, Bill Finley, Paul Kamm, Don Masetto.

INDIANAPOLIS RACE ENTRIES

(Continued from Page 1)

Ferrari entered with a piston displacement of 269 cubic inches. He won the world's championship in 1950 as a member of the Alfa Romeo factory team.

Some 10 more nominations are expected. Time trials starting May 19 will determine the 33 in the starting lineup on May 30.

Official entry list prior to the April 15 deadline (number indicates previous races):

5—Dale Dinsmore, Dayton, Ohio; 4—Rodger Ward, Los Angeles; 2—Pat O'Connor, North Vernon, Ind.; 3—Pat Flaherty, Chicago, Ill.; 5—Andy Linden, Manhattan Beach, Calif.; 4—Fred Agabashian, Albany, Calif.; 0—Bob Veith, Oakland, Calif.; 1—Johnny Boyd, Fresno, Calif.; 4—Bob Sweiikert, Indianapolis; 1—Al Keller, W. Palm Beach, Fla.; 4—Jimmy Bryan, Phoenix, Ariz.; 1—Marshall Teague, Daytona Beach, Fla.; 0—Edgar Eider, Speedway, Ind.; 1—Al Herman, Center Valley, Pa.; 1—Chuck Weyant, Springfield, Ill.; 7—Johnnie Parsons, Van Nuys, Calif.;

0—George Amick, Venice, Calif.; 1—Eddie Russo, Hammond, Ind.; 0—Len Sutton, Portland, Ore.; 6—Jim Rathmann, Trenton, N.J.; 0—Bob Christy, Grants Pass, Ore.

3—Jimmy Reece, Oklahoma City, Okla.; 1—Len Duncan, Philadelphia, Pa.; 0—Eddie Sachs, Indianapolis, Ind.; 0—Johnnie Tolani, Denver, Colo.; 3—

—Jimmy Daywalt, Indianapolis; 10—Sam Hanks, Burbank, Calif.; 0—Tony Bonadies, New York, N.Y.; 0—Buddy Cagle, Tulsa, Okla.; 4—Gene Hartley, Indianapolis, Ind.; 1—Shorty Templeman, Seattle, Wash.; 0—Jack Turner, Seattle, Wash.; 0—Giuseppe Farina, Torino, Italy;

2—Eddie Johnson, Cuyahoga Falls, O.; 3—Johnny Thomson, Springfield, Mass.; 4—Walt Faulkner, Long Beach, Calif.; 9—Tony Bettenhausen, Timley Park, Ill.; 6—Marvin Pifer, Adrian, Mich.; 0—Jim McWhithey, Anderson, Ind.; 0—Johnny Kay, New Britain, Conn.

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•Checkered Flag

By Art Louring
Los Angeles Times Columnist

POLLACK LAUDS 'STOVE BOLT,' SEES WIN AT PEBBLE BEACH

SEVERAL HAVE TAKEN exception to this pundit's recent comment that Bill Murphy's Buick-Kurtis contains a built-in handicap by virtue of its weighty and complicated push-rod, overhead valve mechanism.

Bill Pollack, an "amateur" chauffeur of no mean ability and experience, cites the case of the new Carstens Chevrolet-inspired "Stove Bolt" special as an example. This polished conglomeration of speed machinery consists of a Chevvy V-8 affixed to an HWM (British marque) chassis which had been specially modified from its original Grand Prix monoposte design to a "two-seater" so as to adhere with FIA sports car dictat.



BILL POLLACK
Drives 'Hot' Carstens Mount

be sheer drudgery to anyone but its owner, Tom Carstens, who takes racing quite seriously.

ENGINE MODIFIED 'FROM INSIDE OUT'

Aside from the legendary road-holding ability of the HWM's chassis, it is the modified Chevrolet mill with which we are concerned. Pollack maintains that special attention has been given to modifying the engine "from the inside out—NOT merely externally, as is the case with Bill Murphy's Buick!"

These words are a paraphrase of Pollack's statement, not that of your chronicler. According to Sir William of Sherman Oaks, the "Stove Bolt's" power-heart has specially-lightened valve lifting push-rods (considerably shorter than the stock counterparts in Buick) plus equally featherweight cam followers and exceedingly light, almost thistle-downish, one might say, rocker arms for its overhead valve actuating mechanism.

This means that Carstens, et al., have boldly experimented along metallurgical lines. Because of the foregoing, plus a few added touches of black magic (which Pollack refuses to divulge), the "Stove Bolt's" engine can claw its way to almost 8,000 rpm's on demand!

"And that," maintains Sir Bill of the leaden foot, "puts us on a par with Ferrari, Maserati or any other over-head cammed engine. What's more, we can get up to 8,000 revs mighty rapidly. We will NOT take a back seat to any Italian, British or German-made product either at Pebble or elsewhere!"

BUICK UNSUITED FOR SHORT COURSES

Now in contrast is the fact that Murphy's Buick has undergone certain modifications to increase its power. The most important of which is a locally made fuel injection system. But, while sturdy and ideal for brutal, all-around use, the Buick's present valve train is too cumbersome for the fencing ability so necessary in short-course sports car racing competition hereabouts. It would be interesting should Murphy eviscerate his engine and rebuild it along the Carsten-Chevvy idea. Of course this supposition is predicated on whether or not the premise of Carstens and Pollack that a properly prepared push-rod V-8 is as good as a double OHC, V-12 or Jag-type six-in-line, is proved by battle to be correct!

That pushed mills have well-nigh reached their potential point of limit is well understood by Detroit. Because of this, GM is still experimenting with the single OHC 150hp V-6 introduced on the La Salle Mark II experimental over a year ago!

However, the advent of the "Stove Bolt" at Pebble and other contests may point out a new, hitherto unsuspected pathway toward higher pushrod RPM efficiency. Quien sabe? Meanwhile, it is well to remember that the Chevvy-Corvette, driven by John Fitch and certainly packed with every bit of GM know-how possible, placed fairly far down the list in over-all position at Sebring!

WHY DON'T THEY ACT LIKE ADULTS?

PARTS BIN: . . . The Cal Club schedules a Press-On-Regardless Rally so the SCCA stages a Mexican caper for the same date. Both clubs plan to stage sports car races in June—one locally, the other at Santa Maria—virtually coincidentally. One group proposes an individual for SCCA membership; another group, within that club and, particularly, those small, childish, nay moronic cliques who masquerade in long pants and/or skirts as "adults," a pox on thee! Like Mercutio, this scrivener is tempted to urge a plague upon both thine houses. When you have coped with what seems to be a psychological puberty, please "leave me know!"

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Davis Photo
WATCH THE BIRDIE!—Ford T-Birdie, that is. And Miss Ann Fleming does help the bird-watching, at that. She's been named Miss Friction Proofing to help popularize Wynn's automotive products throughout Southern and Central California. If she doesn't get the job done—who can?

Ann Fleming Selected as Miss Wynn's Friction Proofing

A gorgeous girl and an equally beautiful Ford Thunderbird have been selected as sales promotion tools (such tools!) by W. K. Klessig, Southern California distributor for Wynn's Friction Proofing.

The white T-bird will be driven thousands of miles by the curvaceous (36-23-35) lassie—Miss Ann Fleming, Miss Wynn's Friction Proofing. She'll visit Southern and Central California dealers, who are certain to fall under her spell, as her costume for the trips consists merely of a form-fitting yellow sweater and black shorts.

This traffic-stopping attire will give Miss Fleming ample opportunities to disseminate her commercial material—and if anybody pays any attention to that stuff,

they've got no one else to blame but themselves.

Miss Fleming is 5 ft. 5 in. tall, brunette with flashing hazel eyes. She's single. Prefers men with brains, a big heart and plenty of ambition. Her pet peeves: insincerity, and getting up early in the morning. Chief ambition: to become happily married and the mother of a little girl.

The line to meet Miss Wynn's Friction Proofing forms on the right.

Gangway!

DRAG RACING RESULTS

POMONA VALLEY TIMING ASS'N.

APRIL 8

Gas Classes, Coupe/Sedan—A, "Short Blocks," GMC, 88.56; B, Bill Hubner, Merc., 90.82; C, "Short Blocks," Chev., 89.92; D, J. Bishop, Chev. V-8, 89.55.

Altered Coupe/Sedan — "Short Blocks," Merc., 102.53.

Street Roadsters—B, Victor Rosetti, Ford, 95.

Roadsters—A, Gary Cagle, Chrys., 117.86; B, Bob Weibley, Merc., 95.

Fuel Classes Coupe/Sedan — A, Teresa & Cerneka, Blown DeSoto, 122.28; B, "Short Blocks," Merc., 90; C, Marshall Meyer, Chev. V-8, 89.09.

Comp. Coupe/Sedan—A, Ivan Frost, Merc., 95; B, "Short Blocks," Merc., 101.

Hot Roadsters—A, B & A Special, Merc., 114.89; B, Denny Carrison, Ford, 97.11.

Mod. Roadsters — A, "Strokers," Merc., 104.

Dragsters—A, Armstrong & Williams, Arden-Merc., 131.

Stocks—A, James Starr, 56 Buick, 89.93; B, Manuel Miller, 55 Olds, 82.50; C, Robert Herron, 54 Ford, 77.30; D, Floyd Schmidt, 39 Chevy, 70; E, Terry Brown, 36 Olds, 88.88.

Sports Car—A, J. G. Day, T-Bird, 93.40; B, "Short Blocks," MG, 71.04.

Cycles (Gas)—A, R. H. Pratt, Tri., 96.06; B, Jim Poltke, Tri., 106.38; C, Frank Chronis, Ariel, 89.

Fuel—B, Jim Poltke, Tri., 116.68.

Top Eliminator—Armstrong & Williams, Arden-Merc., 127.65 (11.27 Sec.).

Top Time—Armstrong & Williams, Arden-Merc., 131 (10.80 Sec.).

SANTA ANA—APRIL 15

Roadster Class: A Overhead—Bosch, 1:05.26. A Flathead—Elevins, 1:07.52.

D. Roadster — Offenhauser Special, 1:36.76.

Fuel Class: Light Coupe—Tom and Jack, 1:11.11. Heavy Coupe—Tom's Muffler Shop, 1:06.38.

Gas Class: Light Gas Flathead — Ward and Taylor, 96.15. Heavy Gas Flathead — Altizer, 93.45. Heavy Gas Overhead — Hickman, 94.65. Strip Gas Flathead — Itow Automotive, 1:14.63.

Post War Flathead—Ford, 97.08.

Post War Overhead — Kennedy, 97.18.

Gas Rail — Weeren and Strong, 1:01.61.

Four Banger — Hale and Corcoran, 1:06.38. Sport Car Small—Bob Nabors, 77.51.

Sport Medium—Cobb, 77.51.

Sport Big—Bare, 93.84. Sport Modified — Dr. Tyber, 1:03.09.

Cycle Class: 50-50 Gas — Staggs, 1:03.09. 30-50 Fuel—Ward, 1:11.11.

40 Gas—Lilley and Presiti, 1:13.11.

40 Fuel—Thurslon, 1:17.64. 61-Gas—Harman, 1:03.09.

Stock Class: A—Gregory, 70.92. B—McNatt, 74.62. C—Bottorff, 76.14. CA—Taylor, 76.92. CX—Tyre, 87.10. CAX—Nees, 83.33. D—Hanson, 82.96. E—Carey and Wooden, 92.59. F—Fullerton Muffler, 90.90.

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LONG BEACH LIONS—APRIL 15

Gas Classes (Coupe/Sedan) — A, Phil's Hudson Serv., Hudson, 94.14.

B, John Garrison, Cad., 92.55. C, Eddie Thompson, '55 Chev., 83.95; D, Dan Marquis, '51 Cad., 91.18.

Altered Coupe Sedan—A, Pat Clements, Chrys., 112.35; B, George Kirkjuan, Merc., 102.73; C, Don Peal, Mer., 88.66.

Street Roadsters—A, Clyde Yandell, Cad., 112.92.

Open Gas—B, Fred Iaia, 99.71.

Fuel Classes (Coupe/Sedan) — A, S. D. Quints, Merc., 116.27; B, Good knight & Cox, Merc., 107.91; C, Glen Stoye, Merc., 104.04.

Comp. Coupe Sedan and Modified — A, S. D. Shakers, Merc., 130.81-10.87.

Dragsters — A, Duncan, Chrys., 147.78.

Stocks—A, Bill Hennessee, '55 Olds, 103.95; B, Jim Bangs, '55 Olds, 78.60.

C, Raul Gomez, '52 Olds, 74.39; D, Joe Galbreath, '51 Ford, 67.69; E, Pete Simpson, '56 Buick, 84.70.

Sports Cars—A, James P. Wood, '55 Porsche, 72.05; B, Robert Cleavers, Jaguar, 88.53; C, Madeline Stephen, '55 Corvette, 87.20; D, Don Atchinson, '55 T Bird, 96.15.

Cycles (Gas)—A, Bill Martz, Vincine, 108.90; B, Ike Raibould, 102.15; C, Earl Wilkins, Tri., 92.87.

Top Eliminator — S. D. Shakers, Merc., 129.68.

Top Time—Duncan, Chrys., 147.78-11.17.

Dragsters — A, Duncan, Chrys., 147.78-11.17.

Stocks—A, Bill Hennessee, '55 Olds, 103.95; B, Jim Bangs, '55 Olds, 78.60.

C, Raul Gomez, '52 Olds, 74.39; D, Joe Galbreath, '51 Ford, 67.69; E, Pete Simpson, '56 Buick, 84.70.

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Top Eliminator — S. D. Shakers, Merc., 129.68.

Top Time—Duncan, Chrys., 147.78-11.17.

4 Barrell—Wally Galloway, 81.69.



MARION'S MEANDERINGS

By Marion Weber

THE SEASON is spring and this is the time a young man's fancy lightly turns to thoughts of cleaning up his car, or if his fancy doesn't lightly turn in this direction it certainly should. (Sex is good all year). Now that good weather is permanently here (it says so in the almanac) the young man under discussion, if he has an ounce of red blood in his alcohol veins, should get out and get under! (Clean all the winter crud and corrosion off the exterior and sanitize the interior of YOUR car, too, John. These words apply to other people as well as this young man) There is no time like the pleasant weather to shine the bright work, resurface the fascia, trim the wick in the headlamps and wind the spring in the clockwork. And, by strange coincidence, MG MITTEN CO. just happens to be headquarters for de-crudding and sanitizing materials.

Check with yours truly for the items needed to put your sports car in Concours d'Elegance condition . . . and speaking of Concours and d'Elegance both, we have two news items:



● European Scene

By W. Robert Nitske

52 MAKE UP LE MANS FIELD; 1956 SWISS GRAND PRIX OFF

THE AUTOMOBILE Club de l'Ouest announced that the field of participants at the Le Mans 24-hour endurance trial would probably be limited to 52 cars.

After a close inspection trip by government officials of the improved Sarthe circuit, the suggestion was made to limit the event to 35 participants. Apparently, the 52 figure represents the compromise. Last year, 66 cars started at the ill-fated event.

The Swiss Grand Prix will probably not be held at the old Bremgarten circuit anymore. It appears the authorities have long been trying to get the racing event discontinued. First conceived as a purely promotional proposition, this Grand Prix had long ago fulfilled its original purpose.

The government of the Canton Berne pointed out that during the 1947-1954 seasons nine persons had been killed and 44 people injured on the circuit. The 1948 season was particularly bad.

Last year the Swiss Grand Prix, together with several other events, was temporarily cancelled because of the Le Mans disaster. Now it appears that the edict is final!

RACING FILMS?

Moving pictures on two Grand Prix racing personalities are in the discussion stage. An exciting story on Alberto Ascari and his equally famous father Antonio, has been written by Professor Farne of Alfa Romeo, with the assistance of Luigi Villoresi.

And the journalist Giovanni Canestrini has written the fascinating life story of "Il Mantovane Volante" (The Flying Mantuan). He was, of course, the colorful campionissimo Tazio Nuvolari.

Being made in Italy, the films ought to be able to capture the true spirit of Grand Prix automobile racing. I venture to say that everyone connected with the making of these two pictures will be a

wild enthusiast and might find it distressing to keep his unbounded energy in a moderate gear!

LEADING DRIVERS

At its recent meeting at Monte Carlo, the sports committee of the FIA announced a list of "International Class A" drivers. Twenty-seven names of Grand Prix drivers were given.

Every one of those mentioned is certainly of championship caliber and we have no quarrel with the listing.

Apparently, the reason for this list is to limit the activity of these excellent drivers to only authorized racing events of the first order. These would include all of the championship Grand Prix formula and sports car races.

The list includes: Behra, Castellotti, Claes, Collins, Fangio, Farina, Frere, Gonzales, de Graffenreid, Hawthorn, Herrmann, Kling, Lang, Maglioli, Manzon, Menditegny, Moss, Musso, Perdisa, Pilette, Rosier, Schell, Simon, Tarruffi, Trintignant, Villoresi, Wharton.

What, then is the official status of such excellent drivers as the Americans Phil Hill, John Fitch, Carroll Shelby? Or what about Chiron, Mieres, and some of the other better known European drivers?

GRAND PRIX RACING

After the successful Sebring event last March, it is hoped that regular Grand Prix racing will come to this country. (The FIA also sanctions the Indianapolis 500 mile race.)

Perhaps after the European season or the Argentine events, a race for sports cars and Grand Prix formula cars could be held. The Wisconsin circuit might be too dependent upon weather, but the proposed International Raceway COULD BE the site for real Grand Prix racing in this country. A circuit has to be in operation for one year before it is considered by the ruling body for an event.

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CLASSIC CARS

1948 JAGUAR MK IV Drophead. Easy to restore, needs engine repair. \$850 full price. Can Finance. Hausken-Watson, Sport Car Center, 1932 Harbor Blvd., Costa Mesa, Calif., Liber-ty 8-1194.

FOR SALE

SPECIAL BUILDERS—Jupiter chrome moly tubular frame with torsion bar suspension, rear end complete, tubular front axle, spindles, '54 Lincoln 12x2½ inch brakes, 4 Lincoln wheels, cutdown Cadillac radiator. Sacrifice \$250. McNeilly, 6956 Goodland Ave., No. Hollywood, Calif. PO 5-2309.

D-B PANHARD. All aluminum body, perfectly maintained. Enjoy successful racing in Class H. \$200 Bargain. Stan Mullin, 498 So. Spring St., Los Angeles 13, Calif.

C-JAG NEEDS good driver—must sell just drafted. 1275 No. Sweetzer, Hollywood 46, Calif. Whoever reads this ad I love you.

'54 AUSTIN-HEALEY. White with red upholstery. Radio. Never raced. 16,000 miles. \$2195. 1124½ La Boice Dr., Glendale, Calif. CI. 2-2272.

FORMULA III CAR—Cooper Mk V J.A.P. Special lightweight trailer, many spares—Excellent condition. Al Kleinberg, Jr., 444 39th Avenue North, Seattle, Wash. Capitol 5432.

1952 TALBOT-LAGO coupe. Figoni-Falaschi body, Paris show car, showroom condition. Owner in Air Force, \$3500. See at 8363 Sunset Blvd., Hollywood, Calif.

1938 MERCEDES-BENZ convertible, type 500 and a 1939 Talbot-Darracq, 5 passenger convertible. Tommy Wolfe, Tommy Wolfe's Barber Shop, 3118 Burbank Blvd., Burbank, Calif., TH. 8-0839.

JUDSON SUPERCHARGER for TC TD-TF complete with all fittings. Recently rebuilt, like new. Ew Meltzer, 631 No. Robertson Blvd., Los Angeles 46, CR. 4-1752.

V-16 MARMON in Packard Chassis, 2 speed rear, mechanical special, \$225. Cycles—Jawa Twin \$200, Vincent \$425. 2 very large Wagonwheels, \$45. Bob Smith, 14515 Tyler St., San Fernando, Calif. Phone days. TH. 8-6614.

LANCIA GRAN TURISMO, 1955. Never raced. \$4250. Sylvan G-1326.

WANTED

ANYONE WHO attended Venice High School, Venice, Calif., 1929-1930, please write Box V. Motoracing.

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Michael Scott Custom Metal Shop 1520 N. Ivar, Hollywood, Calif. HOLLYWOOD 2-0372



SOME OF the cars seen in the Sports Car Concours d'Elegance at Disneyland April 8. Judging was from Disneyland City Hall. Best-of-Show honors went to an MG TF entered by William Claus.

Claus' MG TF Wins Concours

An MG TF 54, owned by William Claus, 133 DeAnza, San Gabriel, swept a field of some 40 entries to capture best-of-show honors in a Sport Car Concours d'Elegance at Disneyland last April 8.

Judging the event which drew together a sleek field of well groomed purring powerplants under sponsorship of the Whittier 4-cylinder Car club, were John Bond, editor of Road and Track Magazine, Mrs. Elaine Bond, his wife, and George Whitney of Disneyland.

Other class winners were:

Class 1, M.G. TC owned by Walter Haines, 11636 Wakeman St., Whittier, Calif. Class 2, M.G. Special owner by Ladd Husky, 10725 Carmenita, Whittier, Calif. Class 3, Triumph, TR2 owned by Thomas Whitefoot, 5832 Sereno, Temple City, Calif. Class 4, Doretti, owned by Robert I. Vandegrift. No. Carmelina, Los Angeles. Class 5, Thunderbird, owned by Wm. Hall, 12210 Rives, Downey.

All of the above, with the exception of Vandegrift, who is a member of the Santa Monica 4-cyl. Club, belong to the sponsoring Whittier organization.

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Complete Foreign and Sport Car Service
Custom Work a Specialty
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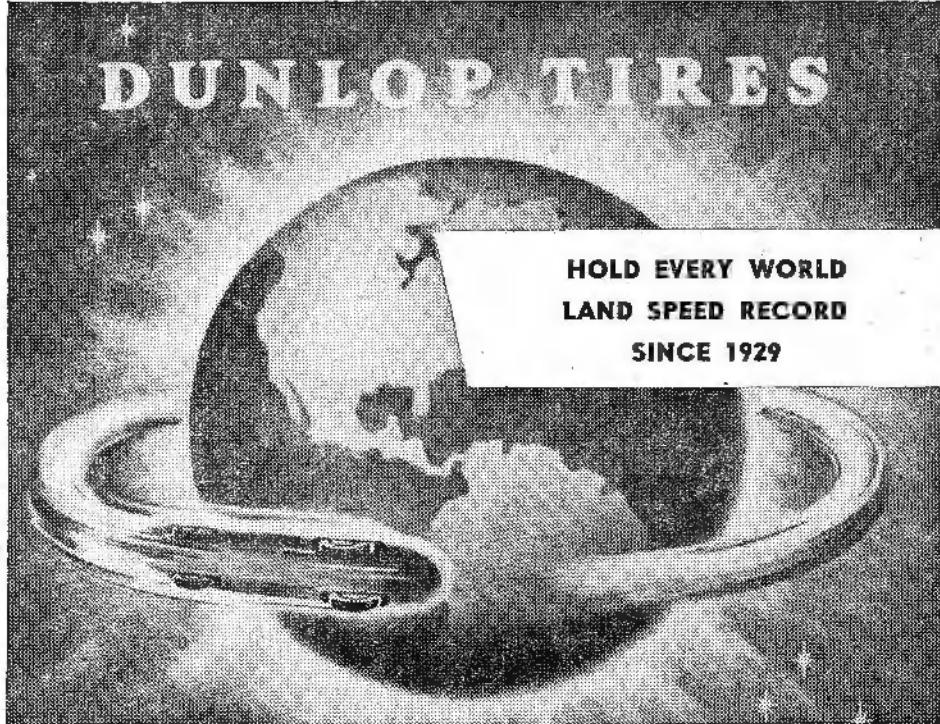
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Rallye Roundup

By Buzz De Bardas

MORE HELPFUL HINTS ON STAGING YOUR OWN RALLYE

LAST ISSUE we started on staging your own Rallye. Points covered were a suitable name and a starting place, plus permission to start there. Your next points are some study of a good map, selecting the area you would like to cover, and then starting to lay out the event.

A good, safe procedure is to begin at the starting line with a known amount of air pressure in your tires and the trip meter at zero, BUT no watch; then as you ride along, list each of the street changes as you come to them. Remember to use street, drive, etc. The manner in which you list the instructions are all up to you. Some like to use "L-Y," and another will state, "As you ride down 93rd street in the city of Santa Monica you will pass the city hall, 2.2 miles and 3 feet from the west edge of said city hall the street will branch off. Stay on your right not left," and so on to the next instruction.

SIMPLE INSTRUCTIONS

As a competitor, I like to be handed a set of instructions that are simple and clear. There is nothing like a messed-up set of directions to divide the men from the boys. This may be true, but remember the boys will not be back to your next Rallye.

One of the local clubs believes that for all Rallyes, to be any good, you must tear out the gear-box, ruin the oil pan, and if you come in with the motor still intact you couldn't have been really driving. The instructions are some-

times just as goofy as the roads they run on. The result is that they are now breaking their backs attempting to get as many as 10 per cent of their membership out to an event. As you can see, it's your event. Set it up anyway you like.

THE SAFE WAY

After the first run through to establish the directions, the second will be to set up the speed. A safe way to keep from killing all the competitors would be to start at the same place they do and drive along at a slow, safe speed. When you arrive at the place to change speed, STOP, note distance traveled and time used; then go on to the next leg.

A good point to remember is to time the event under as much the same conditions as the competitor will have to face. Don't time a Saturday evening Rallye on a Thursday evening. Needless to say, the traffic must be heavier.

Using the freeway can sometimes be a fooler. You can time it for a month of Saturday evenings and know that everyone can manage 42 mph, yet the night of the Rallye it turns warm and everyone and his brother is out driving that night.

A safe thing is to list two speeds — (1) the normal one you are sure you can make, and (2) real slow to cover the worst jam known to mankind. Make them optional.

Next issue, more on your own Rallye.

FORMULA III RACING

By Mike Siakooles

THE SANTA BARBARA Formula III race saw Bruce Kessler, Dr. Leon Becker, Bob Korst and Harry Morrow using JAP engines but each had different suspensions as was evidenced on turn 9. Kessler and Korst fought an exciting battle for the lead on that corner and the Kessler Cooper's front end pushed badly while Korst's MIKE SIAKOOLES Effyh dirt tracked, practically setting the car on a line and following it straight through. But on turn 4, long and sweeping, the Effyh went through in a series of short broadslides, while the Cooper drove through in one long, smooth four-wheel drift.

The Effyh's extremely large brakes permitted Korst to pick up many feet over the Cooper on the short turn.

OPEN HOUSE

The 500cc Club, Inc. will hold an open house at Warren Olson's, 631 N. Robertson Ave., Los Angeles, Sunday, May 13. It will be the first and biggest display of homebuilt, half-built and production cars ever assembled in one place at one time. One and all are invited. Admission is free. Doors open at 8 p.m. Bring your cameras, sketch pad and tape measures if you like.

There will be 20 to 30 cars on hand, among them several Coopers, the JBS and the Effyh, as well as a number of homebuilt of every conceivable suspension and design. Many owners and builders will be present and working on their cars in preparation for Bakersfield.



Bob Wenz was the first homebuilder to race his car in the State. It was basically made of Fiat 500 parts (front end, frame, rear axle and a sprocket added). It was powered by an Ariel Red Hunter engine and Berman gear box. Bob built most of the car at home but machined the necessary parts at a high school machine shop. The body was made of aluminum and designed after the Strange 500cc (one of the first 500's ever built in England).

COST UNDER \$400

Bob's car was built for a cash outlay of under \$400 and as many will recall it was a going little machine, giving Warren Myllenbeck's Cooper D.O. Norton some stiff competition.

Here is a list of engines that can be used in a Formula III car and comply with FIA ruling. Most of these engines must be converted to alcohol and hopped up.

Ariel Red Hunter (single), AJS (single or twin), Matchless (single or twin), BSA (single) B-34, Goldstar, Clubman; Triumph (twin) Speed Twin, Tiger, Guzzi (single), Glera (single), Vincent (single) Comet, Velo (single) KSS, Indian (single) Woodsman, Norton (single) International, Mank. DO; JAP (single) 14 to 1 compression stock. B.W. (twin).

Of these, the D.O. Norton and the JAP are the two most widely used in Formula III racing. The engines allowed to compete in 500cc Club Formula are as follows, providing the combustion chambers and valve locations can be altered:

Single overhead Cam Crossley (4) 45 cu. in., Overhead Valve Renault (4) 45 cu. in., Indian Scout (2) 45 cu. in., Harley Davidson (2) 45 cu. in.

With such a wide variety of engines to choose from, it should be possible for any prospective builder to make a choice that will fit his yearning capacity as well as his earning capacity.

MotorRacing's Readers Speak

(Continued from Page 2)
a production race in a stock car without help from a dealer, distributor or special (works stock) car, etc.

Well, here's a good exception. Skip Hudson owns a strictly stock Porsche 1500cc Super Speedster. The only time it was ever apart was after Palm Springs when he was protested. Skip is a future champion and a real sportsman. MOTORACING'S great.

Joe Vittone
Riverside, Calif.

ALL-VW RACE

This reader wonders if the Duke would wonder when the CSCC and SCCA will schedule an all-Volkswagen race such as the many such events included in Eastern programs with such

Crash Ruins Cleye's Mercedes-Benz

Rudy Cleye's spiffy white Mercedes-Benz 300SL was totaled when it was involved in a crash with a huge truck near Newhall last week. Wilhem Veckenstedt, German-trained master mechanic testing the car at the time, escaped with only minor bumps.

As a result, Cleye was left without his top mount for the Pebble Beach races. He now will race George Tilp's Mercedes, assertedly in anything but top condition.

marked spectator enthusiasm. It is widespread knowledge that one of the most popular and successful events at the recent Palm Springs 10th Running was the Small Sedan Race. We wonder when such spirited competition will no longer be relegated to sleepy Saturdays and a mere 15 minutes. Spectators and participants alike are anxious for occasional programs which will enable the formidable little VWs to compete against each other for the first three spots, without such manifestly unequal competition as Panhards, Simcas and Volvos.

Leonard Pruyn, VW
Charles Beaumont, VW
Tomerlin, Porsche
William Nolan, Austin-Healey
Van Nuys, Calif.

HOW ABOUT DRIVERS?
Let me join in the protests of those who object to staging "amateur" races for the benefit of the Haskells—I'm for real "amateur" racing, with benefits to charity or the sports car clubs, but if profits are to be made by individuals, let them go to the drivers first!

Paul Wenger,
Studio, City, Calif.

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FORMULA III FAN
My only suggestion is also my sincerest wish. Please keep your publication just as it is. If you wish to improve merely print it on a better grade of paper so that the excellent photographs will be even more enjoyable.

The formula III coverage is my principal interest. Best wishes for a grand and successful future.

James F. Lee
San Diego 5, Calif.

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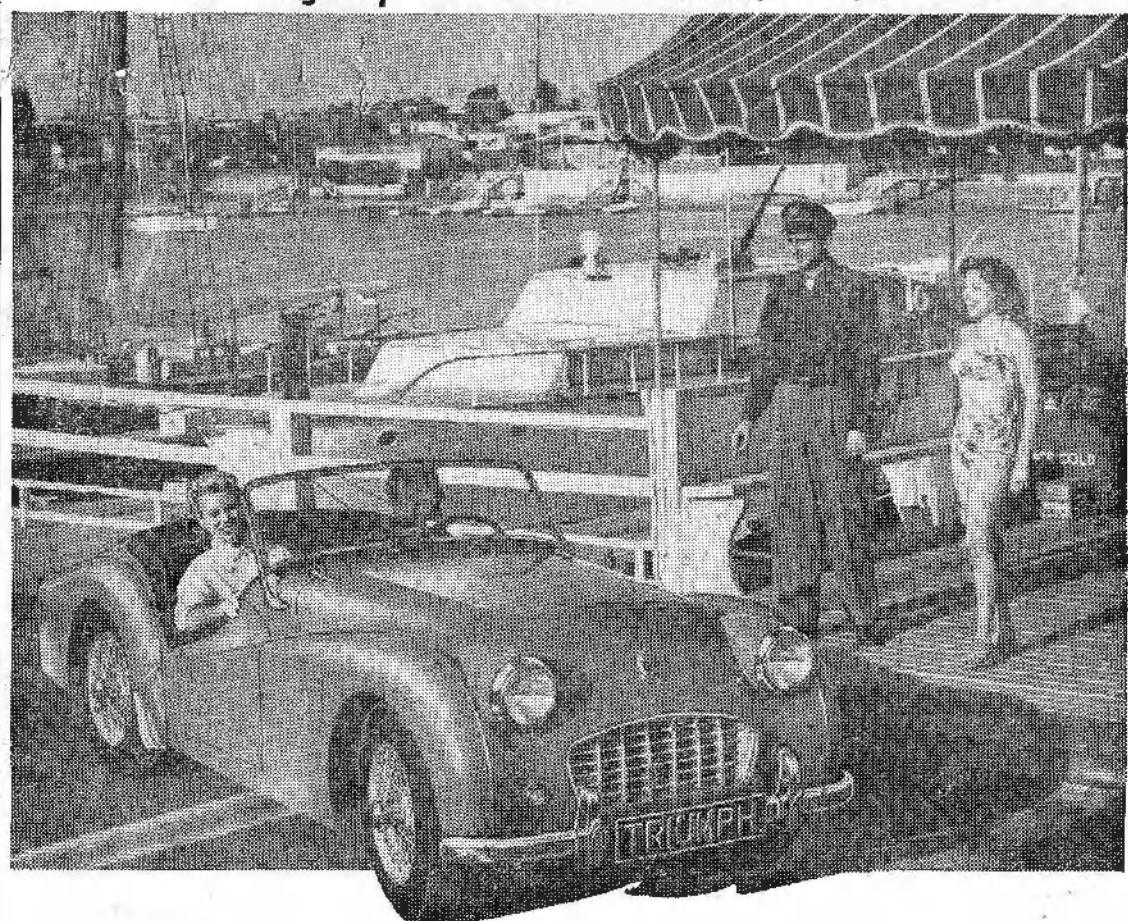
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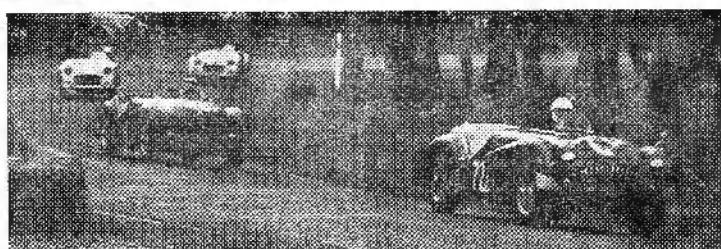
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Jack Allen	Stockton	1953 MG-TD
Stephen Block	Oakland	1949 MG-TC
Frank P. Bray	Carmel	1954 MG-PA
Ann Carter	Monterey	1956 MG-A
Mr. and Mrs. Jack Carr	Pasadena	1949 MG-TC
Gerald R. Caudill	Santa Cruz	1948 MG-TC
Don and Joyce Easton	Palo Alto	1955 MG-TF
Sally and Peter Edmondson	Palo Alto	1948 MG-Rdstr.
Buzz Ellsworth	Beverly Hills	1949 MG-TC
John P. Erickson	Sausalito	1950 MG-TD
S. Russell Hawe	Monterey	1953 MG-TD
Lowell M. Herrero	Piedmont	1948 MG-TC
Evelyn N. Hildebrand	Carmel	1954 MG-TF
L. G. McNeilly	Stockton	1955 MG-TF
Armin F. Muller	Los Angeles	1953 MG-TD
Stanley E. Peterson	Oakland	1948 MG-TC
Arthur D. Polson	Carmel	1952 MG-TD
Kieran J. Shomber	Oakland	1949 MG-TC
Gene Szemanski	Fairfax	1949 MG-TC
Todd Woodell	Hillsborough	1948 MG-TC

B. EUROPEAN SPORTS CARS \$2500-\$4500

Mr. and Mrs. F. Chas. Anderson	Menlo Park	1955 Jaguar XK140 MC
Frank B. Arnott	Los Angeles	1956 Austin Healey
Gene Babow	Kentfield	1954 Jaguar XK-120
Max Balchowsky	Hollywood	1956 Austin Healey
Al J. Bogen	Oakland	1954 Austin Healey
Kevin C. Douglas	San Mateo	1956 Mercedes Benz
Alex Irwin	San Jose	1953 Jaguar XK120M
Jack A. Jarmuth	San Francisco	1953 Jaguar XK120M
Lorin D. Lacey	Monterey	1956 Triumph
Dr. Paul E. Maimone	Berkeley	1954 Jaguar XK120
David S. Montgomery	Hillsborough	1952 Jaguar XK120M
Mrs. Richard Seike	San Francisco	1956 Porsche
Ross H. Snyder	Redwood City	1954 Jaguar XK120M
Harold Treacy	Monterey	1954 Moretti-MG
Mr. and Mrs. F. H. Watson III	Berkeley	1954 Austin Healey
A. A. Bennett	Monterey	1956 Mercedes Benz

C. EUROPEAN SPORTS CARS \$4500-\$10,000

Alfred Ducato	Monterey	1956 Mercedes Benz
Jay Leone	San Francisco	1953 Cunningham
I. W. Robbins, Jr.	Los Altos	1955 Cunningham
Kay Quale	San Francisco	1956 Lancia Aurelia
H. B. Wyeth, Jr.	Pasadena	Ferrari

D. EUROPEAN SPORTS CARS OVER \$10,000

SPORTS CARS OVER \$10,000	Asherton	1955 Ferrari
Mr. and Mrs. Douglas Rich	San Francisco	1955 Thunderbird
L. A. Roller	Monterey	1956 Corvette
Murray Vout	Monterey	1956 Studebaker

E. AMERICAN PRODUCTION SPORTS CARS

Chuck Baird	Carmel	1951 Morgan 3-Wheel
Beverly and Leonard Clow	Gardena	1955 Volkswagen
Dick Byg	Oakland	1956 Ford Anglia
Dick Dye	Oakland	1956 Ford Prefect
Dick Dye	Oakland	1956 Ford Wagon

F. PASSENGER CARS UNDER \$2500 (EUROPEAN)

Mrs. Colette Garnier	Hollywood	1956 Citroen
Leo Hirsch	Monterey	1956 Volvo
Lorin D. Lacey	Carmel	1956 Metropolitan
Stuart Montmorency	Carmel	1956 English Ford
Stuart Montmorency	Carmel	1956 Estate Wagon

G. PASSENGER CARS \$2500-\$5000 (EUROPEAN)

Robert E. Bowen	San Bruno	1951 Riley Sedan
William R. Bobbs, Jr.	San Diego	1951 Simca
George W. Freeborn	San Francisco	1956 VW Karmann-Ghia
Armand Garnier	Hollywood	1956 Citroen
Margo Helm	San Rafael	1956 Volkswagen

H. PASSENGER CARS \$5000-UP (EUROPEAN)

Mrs. Henry Henkel	Beverly Hills	1956 Sunbeam
John P. Kunstie	Carmel	1954 Fiat
Lorin D. Lacey	Monterey	1956 Sunbeam
Joe Madore	Berkeley	1948 Jaguar Mk. IV
Alton H. Walker	Pebble Beach	1956 VW Karmann Ghia

I. PRE-WAR AMERICAN CARS (no individual classes)

James Aiken	Los Angeles	1932 Duesenberg
John M. Algie	Oakland	1938 Packard
Bob B. Baird	Carmel	1928 Pierce Arrow
Wakefield Baker, Jr.	Orinda	1929 Packard
Stephen O. Barden	Walnut Creek	1923 Doble Steamer

J. PRE-WAR EUROPEAN CARS (Prior to 1915 inclusive)

Bernard Becker	San Francisco	1926 Stutz
Claude E. Beavers	Hillsborough	1931 Ford
George Chuckovich	Berkeley	1935 Packard
Joseph W. Cochran III	Lafayette	1929 Packard
Benjamin J. Dieder	San Francisco	1931 Lincoln

K. VINTAGE CARS (Prior to 1915 inclusive)

Nick Fornellas	San Francisco	1928 Duesenberg
Granger F. Hill	San Francisco	1929 Duesenberg
Alex Holcombe	San Francisco	1938 Packard
Jim Kurtzhal	Novato	1939 Hupp
Major Wm. H. Lacey	Oakland	1924 Packard

L. STANDARD AMERICAN PRODUCTION (For Display only)

Robert H. Berg	Hillsborough	1902 Autocar
Bill Breuer	Sacramento	1909 E.M.F.
Jordon G. Carlton	Piedmont	1913 Cadillac
Robert E. and U. B. Lee	San Leandro	1913 Ford
Alton H. Walker	Pebble Beach	1905 Buick

M. VINTAGE CARS (Prior to 1915 inclusive)

Frank P. Bray	Carmel	1939 ½ Litre Jaguar
V. A. Corradini	Arcadia	1933 Rolls Royce
Frank B. Cox	San Rafael	1935 Rolls Royce
Dr. George L. Kerrigan	Orinda	1937 Bugatti
E. A. Lindstrom	Menlo Park	1930 Isotta Fraschini

N. PRE-WAR EUROPEAN CARS (Prior to 1915 inclusive)

Milton Meyerfeld	San Francisco	1929 Rolls Royce
I. W. Robbins, Jr.	Los Altos	1936 Swallow
John B. Rosenthal	Hillsborough	1939 Bentley
Dr. Milton R. Roth	Long Beach	1930 Bugatti

Automotive Tech Talk:

*** The Rear-Engined Car**

By Roger Barlow

(This is the third of a series.)

DR. PORSCHE was not the only engineer interested in rear-engined vehicles—in England the Burney-designed Crossley was marketed in 1933-4; as medium-sized 4-door sedan with a 2-liter OHV* engine, 4 wheel i.f.s. and a self-changing gearbox! Very few units were built. I also recollect that prior to this a 5-cylinder radial unit was fitted to a rear-engined car built in Scotland. In 1930 another British engineer, J. Harrison, designed a small car, looking very much like the Austin 7 of that period, to be powered with a water-cooled two-stroke mounted transversely at the rear and driving the back axle (sans differential) by means of a chain. This was a real practical "people's" car in its conception but it never even reached the prototype stage.

During the 1930s the Tatra firm (Czechoslovakia) marketed air-cooled rear-engined cars and after the war continued with this type. The earlier type was a quite large V8 and one such car was in California after the war. The current model is a smaller 4-cylinder type.

HITLER MOVES IN

By 1934 Fate had a change of heart and Hitler felt the need to impress the German working class with some popular effort in its behalf, and so quite suddenly and unexpectedly Dr. Porsche had another contract for three more "Volksauto" prototypes! Only by now Hitler had dubbed the car for the masses a "Volkswagen" and so it remains to this day. Porsche's main problem now was in the reduction of costs and he concluded the use of a 2-stroke engine alternative to his favorite unit, the air-cooled flat four. But it is doubtful that any two-stroke prototype engines were actually constructed (Porsche had no liking for this

REVIVED INTEREST

Just before the war our American racing car team Harry Miller and his crew were building four rear-engined Indianapolis cars with four-wheel drive. These were impressive looking creations but before all the teething problems had been eliminated most of them were destroyed by fire.

After the war there was revived interest in rear-engined designs. Here in the USA, Tucker caught the fancy of the public with his advanced prototypes which toured the country. In Italy the Isotta-Fraschini firm built prototypes of a large V8 rear-engined car in which I had a ride but was not allowed to drive. The handling characteristics were typical of all long wheelbase rear-engined cars and they only entrusted it to their racing driver demonstrator who understood the necessity of steering in the opposite direction as soon as a corner was entered at any speed!

(To be Continued)

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Ward First in Fresno Race

FRESNO, April 8 — Hard-driving Rodger Ward, Los Angeles, wheeled to victory in the 100-lap USAC National Championship midget race on the Fresno Airport strip today before 3,041 paying fans.

After the three cars were accepted, it was determined that 30 more prototypes should be built and each rigorously tested over 50,000 miles while the factory was itself being constructed.

FAST ACTION

It is interesting that Mercedes-Benz were "persuaded" by the authorities to quickly build the 30 final test cars! These 30 hand-built cars were completed in less than four months (it was now mid-1937) and 200 Stormtroopers drove the cars 1,553,000 miles in a four-month period! Another batch of 30 hand-built prototypes were constructed meanwhile and then put through similar winter tests after the first group had been tested during summer weather.

Few cars have had as much continuous thought and extended development as did the Volkswagen and certainly no European manufacturer had the resources for final testing of the prototypes as Hitler made available to Porsche.

In the USA the Stout-designed rear-engined "Scarab" made an appearance but won no converts.

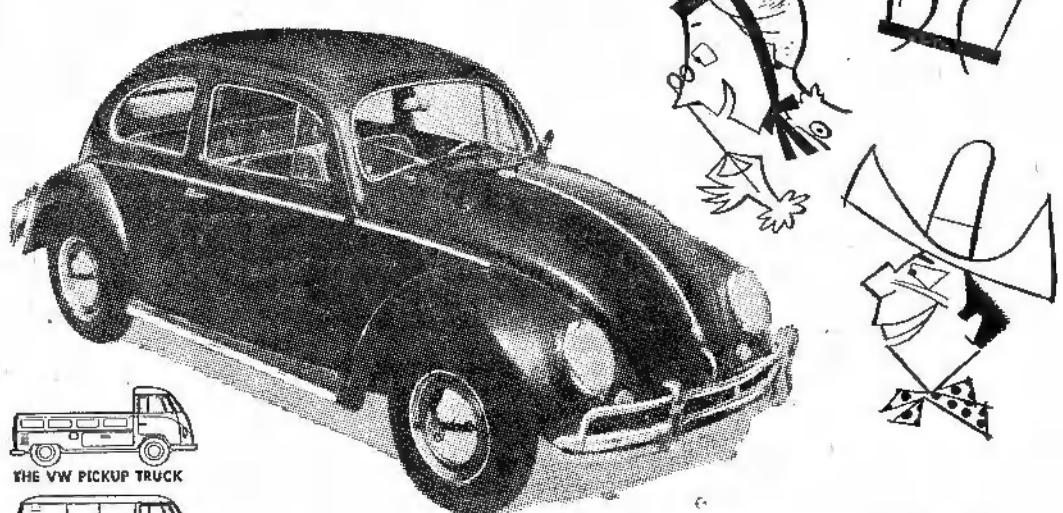
In 1938 Porsche designed a prototype VW sports car (which bore a striking resemblance to the car he produced after the war bearing his own name) and designed for Mercedes-Benz the aero-engined car which was supposed to come to the Salt Flats to take the World's Land Speed Record. This, too, was a rear (or center) engined vehicle.

REVIVED INTEREST

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four rear-engined Indianapolis cars with four-wheel drive. These were impressive looking creations but before all the teething problems had been eliminated most of them were destroyed by fire.

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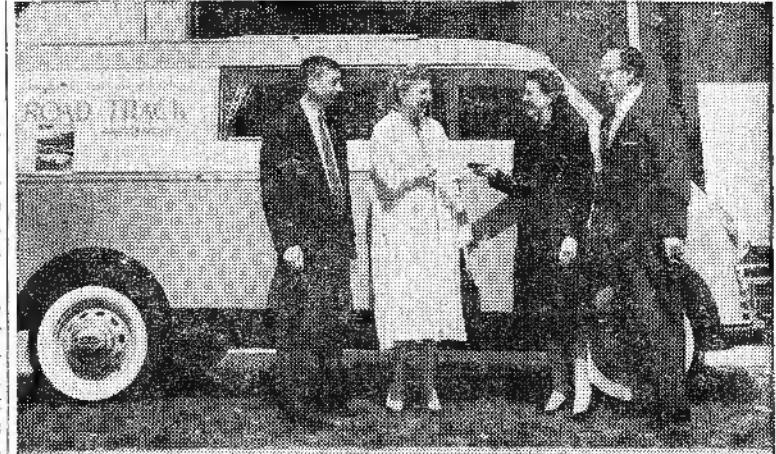
**ALMOST EVERYONE ...
EVERYWHERE WANTS ONE**

...and almost everyone has his particular reason. Some like the way Volkswagen cruises at 70 mile after mile all day long. Others like the air-cooled rear engine that can't overheat, vapor-lock or freeze. Some say it's the economy (32 miles per gallon of REGULAR), and everyone agrees that Volkswagen's torsion bar suspension plus finger tip steering makes mountain grades, washboard roads, and hairpin turns as smooth, as simple as straight-away driving.

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CLASS & COMFORT—It was a happy day for all concerned when John R. Bond, publisher and editor of *Road & Track* magazine, and his wife, Elaine, took delivery of their new DKW Pressmobile. You can live it up at the races in one of these beauties. Left to right: Bond, Mrs. Bond, Mrs. Peter Satori and Peter Satori, Pasadena importer and distributor of the German marque, product of Auto Union.

Top Road Race Program Slated May 6 Near Tucson

Co-sponsored by the Willcox Civil Air Patrol, Southern Arizona Sports Car Club race meet will be held on a 2-mile course at Willcox Airport May 6. Although comprising seven corners, the arrangement of the course is such that it is not only fast, but safe.

Morning practice period and six races in the afternoon make up the second running. Plans call for two novice and two production races, under and over 1500cc, a ladies' race and an all-class main event.

The main event is scheduled for 50 miles, while the novice races will go 15 and the production races 25 miles. Trophies will be offered in all classes in each race as well as to the best app-

Munch, Chrysler.
Armstrong & Williams, Ardun, 136.99, was top class B dragster. More than 200 cars competed Saturday and Sunday.

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Though essentially a "club" event, the Willcox races last year attracted 65 entrants representing four states and received national publicity. This year the entries already received indicate a field of over 100 cars, including such "hot ones" as a Monza Ferrari, D Jaguar, 300SLs and a new 2-liter OSCA.

Willcox is located 90 miles east of Tucson on Highway 86 and the enthusiasm and cooperation of the local residents make this race reminiscent of the early Palm Springs races.



'PREFABRICATED RALLY'

(Continued from Page 1)
you — Martini with an egg in it. For those who do not care to drink, there is a Chicken Plucker in the back room who will de-feather you and send you home branded a "Party Pooper."

At 2 o'clock, when the place closes, you will be given a package to mail as you pass out the door. This package is a surprise for you! You are to write your own name and address on it and deposit it in any mail box within the city limits of Azusa.

After mailing the package, proceed by the shortest route back to Hollywood and the forecourt of Grauman's Chinese Theatre. You will find the forecourt a mess. Somebody walked all over the cement before it was dry and left footprints all over it.

So, in keeping with the current program to "reface Hollywood," all the members are to get their buckets of cement, fill



in all the footprints and level it off all nice and smooth. The City Fathers will love you for this—not only are you performing a public service, it also establishes sports car drivers as a credit to the community.

Now proceed east on Hollywood Blvd. over the Hyperion Bridge to Forest Lawn, where you are to find a headstone reading "Bridey Murphy." This will be your third check point and the checker there will be a hypnotist.

This is where the rally really starts to be fun because you will



be hypnotized and while under the hypnotic spell you will think you are Nuvolari, and your MG a Grand Prix Ferrari. Leaving Forest Lawn, you are to follow lime spots on the highway. This is not just ordinary lime, but quicklime, and it eats holes in the pavement. So follow the holes.

Now for the fourth leg of this exciting Rally.

The holes will lead you to the Malibu pier. Once on the pier, you are to average 80 mph. At the end of the pier, keep going and make a 90 degree turn to the left. You should be somewhere in the vicinity of Catalina Island.

FLYING RED HORSE

Once ashore, you will be on the last leg of the Rally. The checker at this point will be Dick McEntyre. He will give you a Flying Red Horse. This is not the usual Red Horse with the gummed back, but a real, honest to g'ness Red Horse with real wings that flies.

This is the end of the Rally and all finishers get to keep the Flying Red Horse as their very own, and to feed the horse. You will be given all the leftover hay bales from all future road races.

One more thing. About the package you mailed to yourself? That was your clothes you checked with the Rallymaster at the beginning of the rally. You should receive them within a week or two.



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MOTORING to(u)r FUN

By John Foster

National President, FCCA

IN THE PAST few RALLYE ROUNDUP columns, Buzz De Bardas has been giving us all clues on how to compete in rallies, but for Pete's sake don't take

him too seriously, especially if you're with the idea of getting your feet wet in an odd rally or two. Buzz means well, but then he's a REAL enthusiast — you know, the type of guy who phones Greenwich for THE right time and then argues with them!

If you're like many of the guys and gals in this club, you can have a ball with just an old dollar railway timepiece and a much-used Mobilgas map of Maywood—oh, and your car?—with or without four cylinders, or micro-tenths on the speeds or even a fifth wheel. Our events are designed for enthusiasts, but we don't tell you what to be enthusiastic about; it may be navigation, or trophies, or drifting turns, or seeing new countryside, or meeting pretty girls (we've sure got 'em!), or any one of a thousand things.

PLENTY OF FUN

I take devilish delight in seeing the complete novice, equipped with a dress wrist watch and quicklime, and it eats holes in the pavement. So follow the holes.

Now for the fourth leg of this exciting Rally.

The holes will lead you to the Malibu pier. Once on the pier, you are to average 80 mph. At the end of the pier, keep going and make a 90 degree turn to the left. You should be somewhere in the vicinity of Catalina Island.

OFF TO PEBBLE

Friday Night, April 20, will see a mass exodus of excited race fans heading for Pebble Beach. All through the night at cafes en route, hot coffee and hurried meals will be consumed over crumpled maps and feverish calculations as contestants in the big Monte Carlo type Rally account for every second.

Don't delay them even to borrow a match, for several hundred contestants are vying for high honors and doubling their weekend enjoyment by competing in this splendidly organized rally.

Monte Carlo can have GRACE, we'll take their rally!

PEBBLE VICTORS

1950. Phil Hill, Jaguar.
1951. Bill Pollack, Cad-Allard.
1952. Bill Pollack, Cad-Allard.
1953. Phil Hill, Ferrari.
1954. Sterling Edwards, Ferrari.
1955. Phil Hill, Ferrari.
1956. ???

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BIG RAY TANNER, Los Angeles, one of the most popular riders in sport cycling, will be aboard the Harley-Davidson 74 cu. in. motorcycle in the Sixth Annual Catalina Grand Prix May 6. Always a strong contender, Ray is a transcontinental truck-trailer driver (the big jobs) in regular life. A race is also slated for May 5.

Catalina 'Cycle Race Field Increased to 228 Riders!

Largest number of applications in the history of the classic Catalina Grand Prix motorcycle races has forced race officials to increase the starting field for the Sunday, May 6, main event from 205 to 228 riders.

Instead of 30 seconds between rows of contestants, the new schedule will be cut to 15 for the 6th annual island feature. Rows of five riders abreast are flagged away from the starting line on the main street of Avalon, racing around a rugged 10-mile course that winds back over the hills of the island and returns to Avalon.

Distance is 10 laps around a 10-mile course, finishing positions being calculated from the starting time of each rider. Riders in Saturday's "lightweight race"

cover a shorter six-mile circuit for 10 laps.

Entries have come from as far east as Ohio.

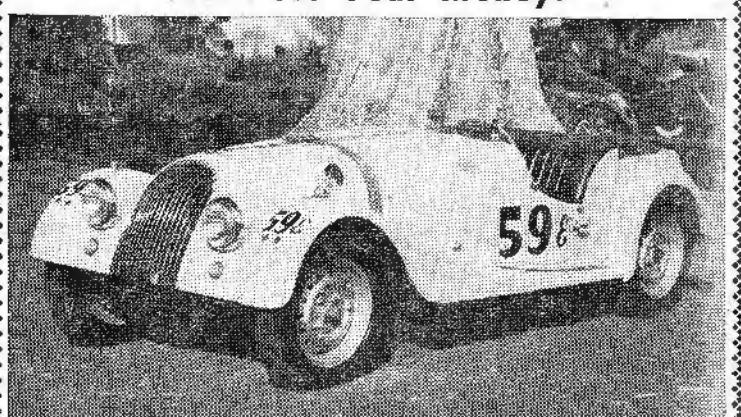
Sponsored by the Sports Committee of the 37th District of the American Motorcycle Association, representing 41 separate clubs in the Southland races are open to all riders. No cash awards are given, only trophies to the first 25 finishers.

Cycle Races Apr. 29

Top-notch AMA motorcycle racing program has been scheduled for Willow Springs Sunday afternoon, April 29. Feature will be a 100-miler up and down the tricky course. Some of the best riders in the business plan to compete.

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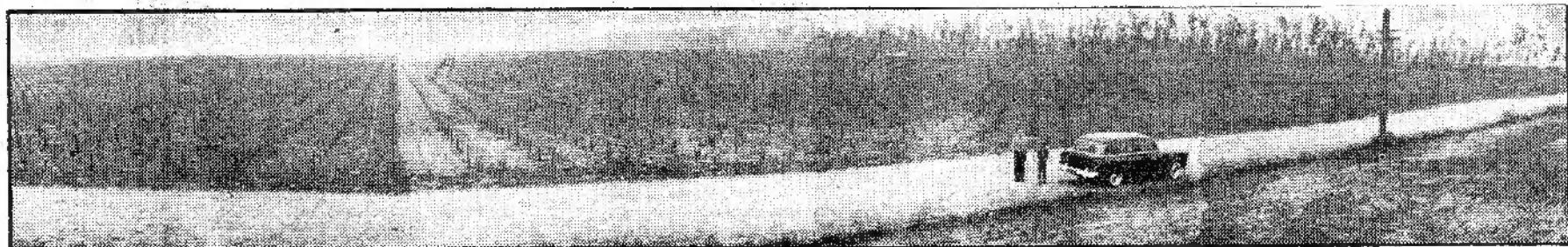
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COURSE SITE—This photograph, taken last Feb. 26, just prior to the announcement that the \$12,000,000 Los Angeles International Raceway was to be built near Ontario, shows the endless grape vines on the site. The

question now being asked is: "What has been done there since?" Photo was taken from Wineville Ave., foreground, looking east across the course site towards Etiwanda Ave. Off to the right bordering the row of

trees is Patton Ave., the southern border. This is a four-panel shot pasted together to form a panoramic view showing the endless, uncleared grape vine terrain. Mid-July opening has been postponed until fall.

Raceway or Somebody Must Provide Answers

By Jim Mourning

IT ISN'T NECESSARY to go into the physical facilities of the planned International Motor Raceway. They have already received much publicity and will undoubtedly receive more. But a look at some of the implications of this venture might prove profitable.

To begin with, let's try a quotation that came out of the press conference that broke the news of the Raceway. In a prepared release, Kermit Pollack, president of the sponsoring organization, said, "National Amateur Sports Car Races, which contribute to point standings in the United States, are planned for the (road) circuits and a National Open Sports Car Race, combining professional drivers and outstanding amateur pilots, is also contemplated."

On the face of it, this seems like the usual optimistic statement found floating around any such press gathering. But a study reveals some rather startling implications.

SCCA TIE-IN?

There is only one organization

Club of America. Apparently, then, Raceway officials are conferring with SCCA representatives. Considering this in the light of the statement concerning pro-amateur events, the SCCA is brought directly into this picture. But the obvious conclusion is a direct clash with present club policy. The remaining choice is plain enough: Only a change in that policy would make the event possible.

As plain as this sounds, it is not foolproof. Consider the National SCCA policy on Sebring. The difference there was a sanction by the Federation Internationale de l'Automobile. With such a sanction of the Raceway event, a professional-SCCA race could become an accomplished fact.

This possibility received a measure of credence when USAC prez Duane Carter, at a meeting later in the week, said that if a pro-am event were run locally, the USAC would favor the SCCA as a co-sponsor. What wasn't made clear was whether such a move would be dependent on an FIA sanction or whether it was feasible before an FIA representative was selected.

A CLUB EVENT

Whether there will be a policy change or a wait for an FIA sanction, something is stirring in SCCA circles. A recent announcement from the Northern group of the SCCA, which has long worked harmoniously with the CSCC, reveals that none but club members will be eagerly accepted to run in their events, including Pebble Beach.

All of this, of course, leads us to the problem of FIA sanctions. There are only two organizations set up for sanctioning events on a national level — the USAC and NASCAR. Since NASCAR has evinced little active interest in sports car racing as practiced in Europe, they can be eliminated from consideration, at least for the present.

With the USAC stepping into the shoes of the retiring AAA which formerly held FIA sanctioning powers, they would seem

like the likely candidate, if they are interested. In view of certain happenings, it would seem they are.

USAC is interested in both sport car sanctioning and a permanent FIA affiliation. Where does all this leave Road Racing Register, the local professional group? Despite their early entry into this field and the indisputable sincerity, they are just not large enough, either in prestige or in membership, to handle things on a national or international scale. It is possible or even probable that joint sanctioning will be the answer.

HOW ABOUT CSCC?

How about the CSCC? As was pointed out, when the point came up at the press conference, Raceway events will not eliminate or even compete with local events. It's clear that Raceway officials

mean to make out of this. The rope has proven that club events are excellent training grounds for racing drivers. And it may siphon off some of the top "amateur" drivers and give the little guys a crack at the trophy again.

There remains another possibility for the CSCC. The club might utilize one of the three road racing circuits for their own events. Apparently, in the face of what we've heard, the SCCA is at least considering making some use of them.

Ken Miles, former president of the CSCC, recently pointed out that no area will support a given type of event more than twice in one year. With 12 and 14 races being scheduled every year, this presents problems in finding racing sites.

What is the Raceway's stand on such a plan? As far as we can determine, no overtures have been made on this subject so no decision has been reached. But Pollack did say the people financing the venture were "not sporting people, but business people. They expect a return on their dollar." In view of the group's determination to limit events of major importance to about a half dozen a year, and not all of these sport car races, a great many dates would be left open. Nothing ever made money standing idle.

STUMBLING BLOCK

At this writing, the only apparent stumbling block would be an exclusive contract with the SCCA. As yet, there has been no announcement concerning this.

The effect on the public will be pronounced. Organization officials realize they face a huge job of public education if they are to be successful as they hope.

In the past, lack of both finances and important enough events have made this impractical. If things go as planned, this will no longer be true.

And if success follows, the Raceway may well trigger a whole series of like ventures across the country for the benefit of an informed public. Road racing may yet be the major sport here that it is in Europe.



Palmer Captures Stock Car Race

Clyde Palmer of Fresno, taking over the lead on the 184th lap, piloted his 1955 Mercury to a new track record of 1:59.32 to win the 200-lap NASCAR stock car race April 8 at Gardena Stadium before a full house of 6200.

Ed Gray, Compton, '56 Ford, took second, Lloyd Dane, Buena Park, third in a 1956 Mercury, Ed Pagan, Lynwood, also in a '56 Ford was fourth, and Al Pombo, Fresno, and Danny Letner, Downey, finished fifth and sixth, both driving '56 Dodges.

Letner, who had the lead up to the 184th lap, ran out of gas with just one lap to go and was pushed across the finish line by Jimmy Reed. It saved fifth place for him.

Or why not some official contacts with guys having a lot of racing savvy, right in our own back yard — Lujie Lesovsky, Frank Kurtis, Al Hosking, Bill Doheny, Art Pillsbury, Gordon

Questions Regarding Big L.A. Int'l Raceway

By Gus V. Vignolle

NEWS ITEM: Ground-breaking for the \$12,000,000 Los Angeles International Motor Raceway, planned for April 16, was called off. Invited guests (not the press as far as we could learn) were notified by telegram it was no deal. Kermit Pollack, president of U.S. Automotive Testing, Inc., developers and operators of the Raceway, left L.A. April 16 for Indianapolis and Detroit to confer with Eastern racing and automotive executives.

NEWS ITEM: When it was found impossible to improve certain access roads around the Raceway by mid-summer, when the first race was to be staged, Pollack and Quinton Engineers, course designers, decided to postpone the opening until mid-fall, when the necessary roads will have been completed. Without the access roads, it would have been impossible to handle the traffic.

EDITORIAL

MOTORACING sincerely hopes the Raceway deal goes through as planned. It is something we need in the worst way. Unfortunately, more and more rumbles are being heard that it will never come to pass—at least on the flossy scale that was promulgated.

On the other hand, there is talk that it will be a "jackrabbit deal," with lots of scurrying to buy miles of snow fencing and blacktop the layout—this in contrast to the grandiose plans of the *ne plus ultra*.

Yet there could be plenty of money behind the deal. Dun & Bradstreet, which said the track opening was set for July, lists Merrett Ruddock as a partner with Pollack in Investment Associates, Ltd. A Salt Lake City address was given for Ruddock, believed to be the "angel" of the plan.

D&B said Ruddock made a bundle in the lumber business in New York and Utah minerals, and that he sold his uranium interests for millions. Extent of investments was not learned, but Ruddock is believed to have a substantial investment in the Raceway.

FAT BANK ACCOUNT

A six-figure bank balance is maintained in the corporation bank account.

Ruddock is listed as vice-president of the Southwest Development Co.

If all this is on the square, then, why didn't the Raceway people go after some talented and experienced men in the field of racing? The real road racing courses are in Europe, so why not some of the veteran hands who laid out famed circuits across the pond?

Or why not some official contacts with guys having a lot of racing savvy, right in our own back yard — Lujie Lesovsky, Frank Kurtis, Al Hosking, Bill Doheny, Art Pillsbury, Gordon

Betz, Tony Parravano, Pete De Paolo, Howard Keck, John Edgar, to name only a few? People with professional experience in this business.

Pollack has no racing background. He admitted it to the writer at Palm Springs. He said he was in the investment business. Yet he heads the whole shebang and has headed east to confer with racing and automotive executives! Who are the racing administrative officers in on this? Where?

WHAT REAL EXPERIENCE?

Staff Advisors Al Torres, Rudy Cleve and Jeff Cooper are nice guys, but how well versed are they to cope with a proposed project of this magnitude? Al is a good, colorful race starter. Rudy has won eight or nine races around here, has raced in Europe, and is associated with a restaurant here. Jeff knows his cars especially the Porsche, and is an advisory consultant to Quinton Engineers, Ltd., track designers, and the Raceway.

And what racing background does Quinton Engineering have?

Does this add up for an alleged \$12,000,000 project?

A spokesman has said that since the opening announcement (work was to start immediately), they've "cleared bushes." They're willing to take 30 or 40 people out near Ontario in a bus so they can see what's been done.

Now, get this: Remember the other group we mentioned one month before the Raceway announcement. It was Grand Prix Development Group, Inc., a fully legal California corporation with permits to do business in L.A. and San Bernardino counties, steered by Wes Beeman. They were to come up with a track across the street from the Raceway.

OTHER PROJECT HOT

Our spies report that this deal is really hot again. Assertedly, there's an oil company behind them and, also assertedly, they're going through with their plan on 1000 acres, as compared to 470 for the Raceway) right across the street.

If and when the Grand Prix group opens shop, it has been suggested they could shuttle their overflow parking into the vacant Raceway acreage.

One more thing: Is it possible, at the Raceway, to park 22,000 cars, handle 30,000 people and build six tracks on 470 acres, or would the fans park at Ontario International Airport and be driven in buses 4.1 miles to the track area?

Where do we go from here, men? No harm in asking a lot of questions. Somebody MAY come up with answers.

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